



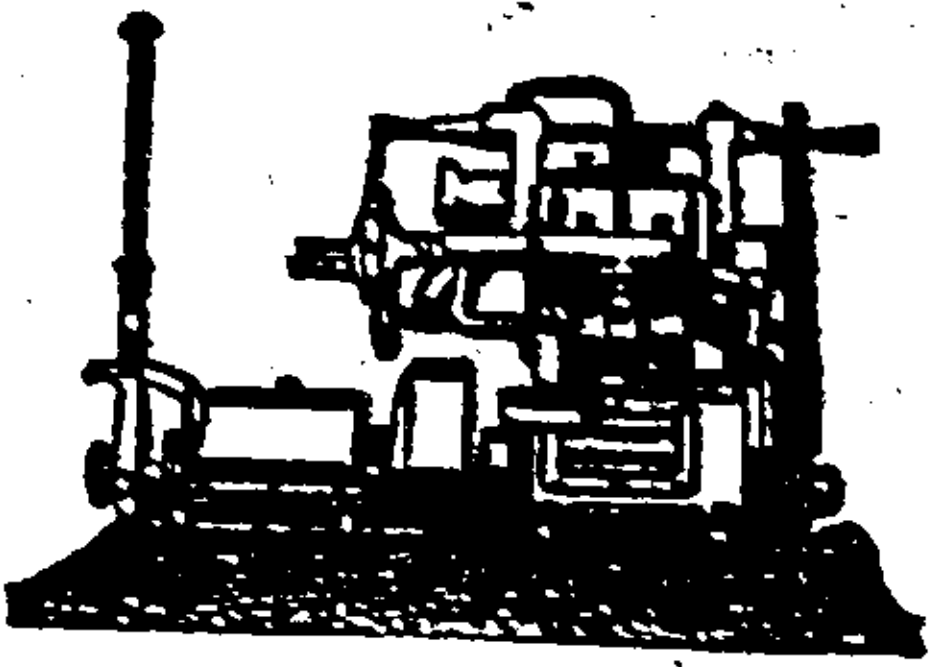
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Hongkong, 14th August, 1918.

## THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

THE HONGKONG TELEGRAPH  
SATURDAY, AUGUST 28, 1920

## EUROPE'S NEW "NAPOLEON."

### PEN-SKETCH OF HUGO STINNES.

Herr Hugo Stinnes, the  
Business King of Germany, has  
been a prominent figure in Euro-  
pean affairs of late. Not a  
great deal has hitherto been told  
of him, but in the following article  
Mr. George Renwick, the *Daily*  
*Chronicle's* Berlin Correspondent,  
gives a full and graphic story  
of this ambitious industrial  
Napoleon.

"Who will go to the Spa Con-  
ference?" I asked a prominent  
Government official in Berlin a  
few weeks ago. "Stinnes?"

"Yes, I think he will be one of  
the delegation," was the reply.  
"Who will the others be?"

"Well," said the official, after  
a moment's hesitation, "does it  
matter much?"

That little conversation about  
the Spa Conference, the most im-  
portant international happening  
since the signatures were put to  
the Treaty of Versailles, puts the  
present situation in Germany in  
a nutshell.

## A SINISTER FIGURE.

The Government—any Govern-  
ment—may agree to this or that,  
may sign anything; but the final  
word, the final deed, rests with  
Herr Hugo Stinnes.

Who is this man who "held up"  
the Spa Conference so dramati-  
cally, and who hopes to "hold  
up" Europe and dictate to it be-  
fore he is done with it?

He is a man of Jewish origin,  
born less than 30 years ago. If  
you saw him at work at his desk  
with his coat off, you would take  
him to be a clerk in a colliery  
office. He is always carelessly,  
shabbily dressed; his boots are  
habitually down at heel. With his  
close-cropped, dark hair and  
black beard and moustache, his  
pallid features, his twisted nose,  
large, sharp eyes, he looks a  
sinister figure.

To him power is as the breath  
of life. It is not in him to play  
second fiddle; he left his father's  
great business because those  
over him were in his way; he  
launched out for himself and on  
his own lines.

## HOW HE MADE MILLIONS.

To hear much of him before the  
war you had to go to the Muel-  
heim coal region, or to the British,  
German and French ports where  
the export is mainly coal. Yet  
before those fateful days of  
August 1914 he was a millionaire  
several times over. The war gave  
him a great chance, and grasping  
the opportunity, he became the  
Fatherland's biggest war pro-  
fiteer.

His coal enabled the Goeben  
and the Breslau to reach safety  
in the Dardanelles; he amassed  
millions out of Belgium between  
1914 and 1918; his was the in-  
famous idea to despoil Belgian  
factories and deport Belgian  
workers; he could order Hinden-  
burg and Ludendorff about; the  
ex-Kaiser entertained a lively  
fear and a sneaking admiration  
for him.

## NAPOLEON OF FINANCE.

And while Germany was being  
fought down he was piling up  
his financial fortunes and adding  
to the sources of his power. The  
exploits of American railway  
kings, oil magnates and steel  
barons are almost child's play  
when compared with his.

He has been compared with  
the late Herr Ballin, the great  
chief of the Hamburg-  
America Line, but the ways of  
the two men were fundamentally  
different.

"The secret of the success of  
my concern," Herr Ballin once  
told me, "is that in it there is no  
place for the smart young man."  
Ballin required the steady, experi-  
enced lieutenant. Stinnes wants  
the smart young men, "wants  
his fresh ideas, his suggestions,  
his daring, his brains; he uses  
them till the supply dries up."

And his has been a success far  
beyond Ballin's, though a soul-  
destroying success, sinister as the  
man himself looks.

## KING COAL AND THE COAL KING.

"I build on coal," he once said  
to me in days long before the war.  
"From coal you go on to iron and  
steel, then to the various in-  
dustries, to ships, to commerce.  
Or—it should now be "and"—  
"coal will lead you to wood and  
forests, to wood-pulp and paper.  
Coal is king."

Coal is his king and god. At  
Spa he is fighting for coal. And  
see how he has built on it. He  
owns 15 or 16 groups of mines; he  
had his hand in France (where he  
has lately been spying out the  
land again) and in England;  
Luxembourg is practically his;  
he makes paper, celluloid, and  
motor-cars; vast forests belong to  
him; he distributes practically  
all the coal of Germany; he owns

## FREE CHURCH BISHOPS.

### UNITED METHODIST EXPERIMENT.

The United Methodist Confer-  
ence recently decided upon a  
new departure—the appointment  
of a "bishop" for the Kent area.  
There was some discussion on  
the title—bishop, moderator, or  
general superintendent—and the  
committee's recommendation of  
general superintendent was  
adopted.

The decision is the outcome of  
a big movement to wipe off the  
debt of the 35 United Methodist  
churches in Kent by 1932, and it  
was stated that the scheme was  
proving so successful that there  
was practically a resurrection of  
United Methodism in Kent and a  
big aggressive enterprise in the  
coast towns is now contemplated.

An appeal was made by some  
of the delegates for bishops to  
be appointed for East  
Anglia, South Wales, and  
Devon and Cornwall, and the ex-  
President (Rev. John Moore) said  
that would eventually have to be  
done, but at the moment it was a  
question of finance.

The President (Rev. H. Smith)  
said the Wesleyans were trying  
the experiment of bishops with  
varied success. In some cases  
the result was doubtful, but in  
other cases they were proving a  
wonderful success.

one of Berlin's biggest hotels, and  
nearly all the ships which are left  
to Germany can be moved at his  
bidding. Certain it is that all the  
ships she will build for herself  
will be at his direct or indirect  
command.

The Hindenburgs and Luden-  
dorffs, the Beihmanns and von  
Kuehlmanns have gone from their  
places, and it matters little to  
Stinnes; he laughs at politics and  
despises diplomacy.

## HIS MISSION TO RUSSIA.

"Trade follows the flag,"  
Rubbish!" he once said in my  
hearing. "It has nothing to do  
with either flags or frontiers."  
He will not be bounded by any  
border-post in his endeavours;  
business to him is international;  
he hopes to win first place in the  
French coal industry, just as  
he looks to a trading union be-  
tween Germany and Russia to  
dominate business Europe.

I saw him the other day lunch-  
ing with one of the chiefs of a  
trade mission which Germany is  
going to send to Russia. It will  
be a Stinnes mission more than  
anything else, and at that  
luncheon table it received its  
instructions.

Stinnes, I have said,  
laughs at politics. He is a  
member of the Reichs-  
tag, but he thinks little of that,  
for he dominates a much more  
important body—the Reichswirts-  
chaftsrat or Economic Parlia-  
ment, a body unique in Europe.  
That Reichstag of Business will  
run Germany, and it will do  
Stinnes' bidding.

He thinks he has the workers  
in his hands. Once, after the  
"revolution" of 1918, his miners  
sent a deputation to him; the old  
order had gone, he was told; the  
mines were to be run by the  
miners, and so on. Stinnes, with  
his coat off and looking like a  
miner too, replied, in effect: "Oh,  
take the mines, by all means. I  
throw them at your heads."

The deputation turned to go.  
"One word more," said Stinnes.  
"You can't run mines, you know.  
I can. In three months you'll  
want me back. I'll come on my  
own terms." The deputation was  
left to think over it. Ten days later  
Stinnes raised his miners' wages.  
Certainly he has these men in  
his hands. While other mines go  
on strike, the Stinnes mines  
remain at work. He is too big a  
man to strike against.

## OWNS 70 NEWSPAPERS.

Meanwhile among the people  
his 70 newspapers spread the  
Stinnes gospel—the gospel of  
work. They show what tragedy  
the war of politics has wrought  
and will work. He wants to raise  
a party or parties, not to play at  
politics, but as a means to one  
end: to run a business Germany,  
run her with one aim—industry;  
with his wealth and his influence  
he will endeavour to make that  
political force so strong that  
there will be no hope for  
Bolshevism, Communism, or Social-  
ist experimentalists. Germany  
will be run from the desk of Herr  
Stinnes—and not Germany alone  
if he has his way.

## HIS FAMILIAL LIFE.

Yet there is a human side to  
this astounding man. At the  
Adlon Hotel in Berlin, where he  
lives in a big suite of rooms, he  
holds "open house." In the  
restaurant his table is always set  
for a dozen guests—generally his  
young lieutenants.

## THE AMERICA CUP.

### RESOLUTE'S FIRST VICTORY.

Mr. H. J. Grandison writes in  
the *Daily Chronicle*:—The third  
race in the America Cup contest  
has resulted in a victory for the  
defender, on a 15 mile course to  
windward and home again.

At least one more race must be  
sailed, and, should Resolute win  
again, then the contest will run  
the full length of five races.

Since existing terms governing  
the contest have obtained, no  
contest has gone beyond three  
completed races.

Resolution won yesterday in  
a true breeze. In the preliminary  
jockeying Resolute's skipper was  
beaten. Shamrock crossed the  
starting line with a lead of 19  
seconds.

## BATTLE OF WITS.

Then a great battle ensued be-  
tween the skippers. Resolute  
secured the lead, but Burton, by  
short tacking and every legitimate  
device known to an experienced  
helmsman, tried to wrest the lead  
from his opponent, but all without  
avail.

Resolute rounded the weather  
mark, and if only the wind held  
true, the result of the race was  
settled.

On the run home, Shamrock  
succeeded in passing her rival.  
One would almost expect this.  
With the wind astern, the boat  
behind, getting the first of the  
breeze, would close up and when  
she got near, could blanket her  
opponent.

This is exactly what happened,  
and Shamrock had the empty  
honour of finishing and losing on  
time allowance.

Conditions were not very pro-  
mising for racing, and the start  
was postponed until 1 o'clock.

With the breeze from the south-  
west, the mark-boat was laid 15  
miles south-west of the starting  
point.

In manœuvring for the start  
both skippers were keen on get-  
ting position, and neither seemed  
to take any consideration of the  
two minutes' grace allowed for  
crossing the line. Each was  
intent on securing weather berth  
for the start of the 15 miles beat  
to windward, and honours fell to  
Shamrock's helmsman, who cross-  
ed the line 19sec. ahead of his rival.

The official starting times  
were:—

Shamrock IV. .... 1.0.22.  
Resolute ..... 1.0.41

Shamrock, with the advantage  
of weather berth, commenced to  
work out a lead, but Resolute's  
skipper, though astern, was deter-  
mined upon making a keen fight,  
and soon flung about on the  
opposite tack.

Burton naturally followed, and  
a great struggle ensued between  
the pair. Resolute repeatedly  
going about and Shamrock every  
time following suit in the en-  
deavour to keep the defender  
under her lee.

In this short tacking Resolute  
steadily closed on her opponent.  
As often as Resolute went  
about, Shamrock had to do the  
same, if she wished to keep the  
weather-gauge of her rival.

Resolute's tactics proved  
right for the defender; she steadily  
closed on the challenger, and  
after an hour a sailing was able  
to serve out a weather bowing to  
the Lipton boat.

## BURTON'S TURN.

Then it came to Burton's turn  
to worry his opponent, but the  
wind was increasing in weight,  
and the truer the breeze the better  
were the prospects of the weather  
boat in maintaining her position.  
The wind freshened to ten knots  
after the boats had been two  
hours on their journey, and short-  
ly after it was blowing at twelve  
knots, heeling both vessels so that  
lee rails were awash and the  
water swishing along the decks.

Resolute was at one time judged  
to be a half-mile ahead but Sham-  
rock was doing well in the harder  
breeze and was less than two  
minutes astern at the outer mark,  
when the times of turning were:—

Resolute ..... 3 21 21  
Shamrock IV ..... 3 23 6

There, over simple fare and  
ordinary Rhine wine, his big deals  
and his enormous interests are  
discussed; chairs are laden with  
documents and attache cases.  
Then his young son and daughter  
will appear; his sinister look  
will vanish in an engaging smile,  
and, after he has kissed them, he  
will chat and joke with them.

Soon business resumes its  
sway. Some more talk, and the  
battered men are over. The  
fascinating, unworldly figure then  
goes with strolling gait and  
slumping shoulders to the hotel, who  
aspires to be a conqueror. When  
he returns, and when his hand  
is raised to his forehead, he  
finds his hand raised to his forehead.

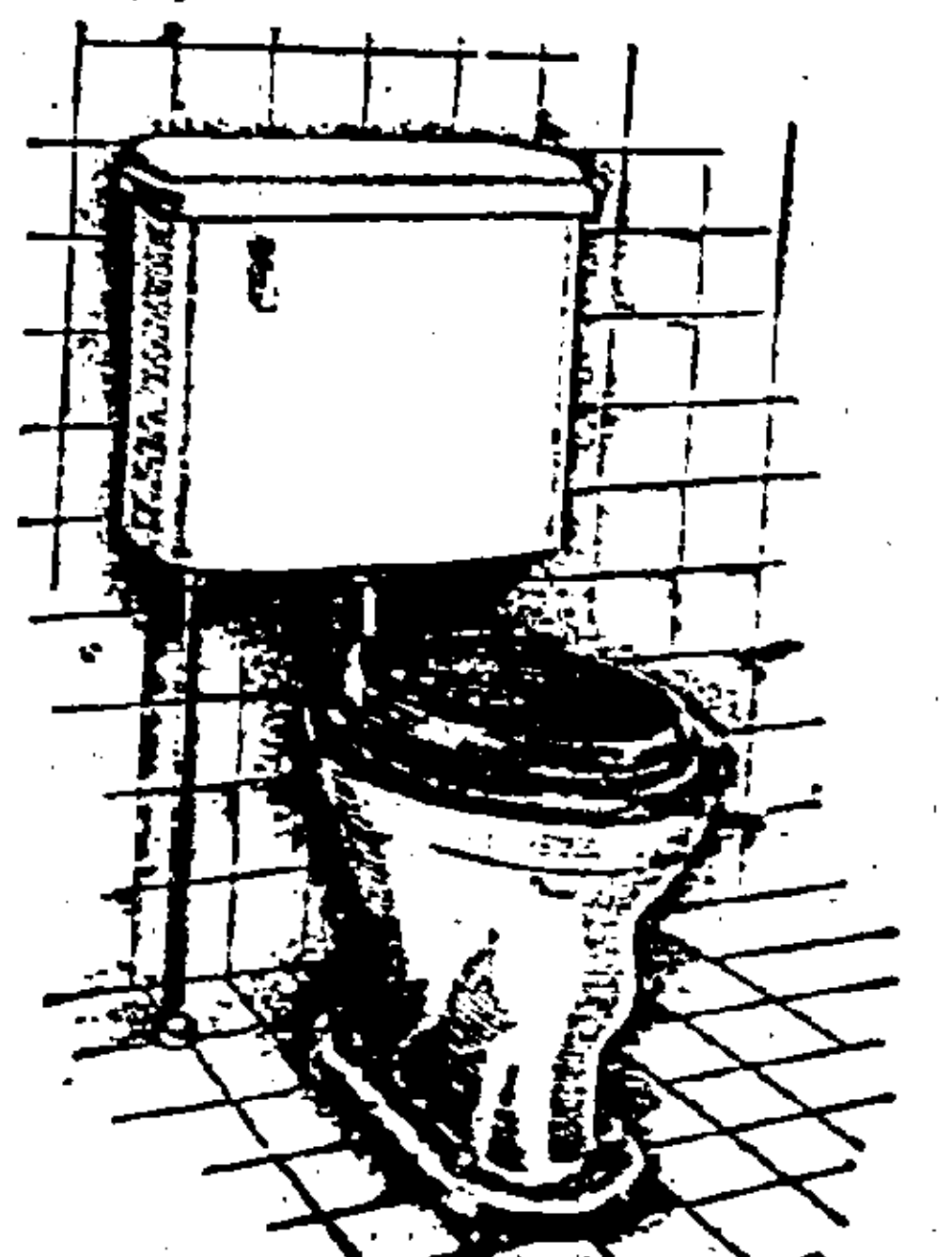
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THE DAVIS CUP.

DEFEAT OF THE BRITISH ISLES.

At Wimbledon, Mr. Johnston, Major King'scote and Mr. Parke (British Isles) in the Davis Cup Competition by three sets to two (5-6, 4-6, 4-6, 6-3, 6-2). This victory added to their two of the previous day and gave them the tie. The general verdict on the play was that we did not do as well as we expected, and we never thought we should, says the Times. Mr. Johnston has never played as consistently as we are convinced he can in the centre court. It may be "the atmosphere" or it may be that the pace of the court does not allow him—quick as he is—time enough for the hard-hit drive, which is the foundation of his game—he flings his racket back farther than any player we remember seeing before hitting the ball. Be that as it may, he has never been accurate enough on the centre court to appear invincible. Against such a player, it is doggedness that does it, and Mr. Parke, in his pre-war capacity as prize retriever, could reckon on being presented with many points that he would be fortunate in a five-set match against the Mr. Johnston of Wimbledon. But Mr. Parke has been wounded—I believe in the arm—and I fancy we can detect a slight stiffness in his stroke that has not been there before. At any rate, he has not attained in public his pre-war form, and it seemed to lie with Mr. Johnston to decide the issue—that is to say, that his mechanical difficulties could be overcome by an effort of will and that Mr. Parke could not. Mr. Johnston did make the necessary effort in the fifth set, and the result was never in doubt.

As to Mr. Tilden, there was plenty of comfort to be deduced from the statistics of the games and sets lost and the players he lost them to, so long as we overlooked the paramount position accorded to statistics in the category of lies. So we went to Wimbledon on Friday hoping for victory, and left defeated but not disappointed. To be sanguine about Saturday's Double we had to ignore statistics, for the British Isles pair had lost in the Championships to two Americans not thought good enough to represent their country. Stout-hearted patriots found comfort in reflecting that Mr. Johnston and Mr. Tilden were brilliant individuals, but not a pair, and forbore to inquire into the degree of union subsisting between Mr. Parke and Major King'scote.

A GREAT FIGHT. Though the British Isles' pair lost, patriotism was justified, for they made such a fight that there was a point in the fourth set when it was about three to one on their winning. The second game of the first set gave no promise of this. Major King'scote, it is true, won three consecutive services—two outright and one skied out by the striker—but when the Americans did return the ball there was no touching it. The American hitting became reckless in the next game and cost them Mr. Tilden's service, and, in the fourth, two untakable but fluky volleys helped the home side to Mr. Parke's. It was not until the 14th game that the service was again lost, and then the Americans won Major King'scote's with three consecutive bangs—two by Mr. Tilden and one by Mr. Johnston. In the course of the match the old school often had cause to gloat over points thrown away by slopping, but at this point it won a set when nothing else seemed likely to do so.

In the second set, Mr. Tilden began by losing his service, and began to run high when the home pair were within a point of winning. Mr. Johnston's too. They

failed, and when two fine but fortunate strokes—liners—of Mr. Johnston's had brought about the loss of Mr. Parke's, the score became three all. Some of the wildest hitting ever seen in a match of this importance cost the Americans Mr. Johnston's service, and in the ninth game the home side got to set ball. Mr. Tilden, the server, gave them no further chance. The last serve of the next game Mr. Parke placed as far as possible from Mr. Johnston's forehead; Mr. Johnston padded round the ball to hit it forehanded, but was too close, and the score was set all.

The most original stroke of the match came in the next set. Mr. Tilden served Major King'scote in the left court a "hard one into the centre corner, and swerving away from him so sharply that it exposed Mr. Johnston's forehead line; Major King'scote hit it hard and low across Mr. Johnston, and it pitched in, and within a few feet of the net. And so to four all. The British pair were winning game for game, but with less to spare than the Americans. Then they went away and for four games and three-quarters played as fine lawn tennis as can be seen. They took the third set: won Mr. Tilden's service, won Mr. Parke's, and went within a point of Mr. Johnston's—and that to the looker-on meant the match. They were very near to that game, for the Americans had a net cord, and Mr. Parke, with a superb drive, was just too low for one. The sharp jar of the tape wire sounded the knell of the British pair.

AMERICANS' TIMELY RALLY. At that time—and under great pressure—the Americans had wilted and it looked as if they would lose the match if the leaders merely kept going. But it was the British pair that had shot their bolt; the Americans rallied, their hitting became safe and very drastic. They won the fourth set with the loss of but one more game, and never looked like losing the fifth. It was one of those dramatic changes of fortune that make lawn tennis so great a game to watch. The feature of the last set were four consecutive services of Mr. Tilden's; only one came back, and that moribund.

The Americans threw a lot away, but their hitting was terrific, and the knowledge of its potentialities gave them a moral advantage. Their lobbing was better than ours, and so was their smashing; Major King'scote apparently has a sort of blind spot about head high—above and below it he is very safe. He played very well; and against some unexpected mistakes, off balls presenting no difficulty, were a number of great strokes of all kinds—especially hooked drives, when apparently tucked up on the baseline. His placing duels with Mr. Tilden were most entertaining and, on the whole, honours were easy. Mr. Tilden's placed strokes are, however, less effective in a double than a single; and his power of anticipation was sometimes exercised to the detriment of his partner.

Mr. Johnston drove at times as only he can. He also had some bad strokes, but his service with his long partner at the net is his most formidable. The next most formidable in the match—judged by games won—was Mr. Parke, and a point he took off Mr. Johnston with a fast one clean past his forehead when he was apparently expecting cannon fodder, must have been pleasant to him. He was fast about the court, but a little apt to hit high when pressed. The pair did credit to the selectors.

56 YEARS IN PRISON. Chas. Johnson, 80, who admitted he had spent 56 years in prison, was sentenced to 12 months at Newcastle Sessions recently for breaking and entering a house.

GERMAN ENGINEERS IN SHANSI.

MINERAL EXPLOITATION.

Peking, August 14.—The province of Shansi, which has always been very jealous about the exploitation of its mineral wealth, is very much perturbed at present over the operations of Japanese and Germans working apparently together in one of the richest portions of the province. The operations in question are those being conducted in Hsiao-i country about 15 miles south and west of Fengchow, in a section which "Dr. Nystrom" in his book "Coal and Mineral Resources of Shansi" described as one of the richest in the province both in coal and iron.

This section has been the chief coalfield of this part of the province for several years. It has been mined by Chinese, but some 12 years ago a German engineer was employed and foreign machinery was installed, but a few years later the mine was flooded and the foreign machinery rendered useless. Though work on this particular section ceased coal was obtainable in other parts of the section and continues to be the chief source of supply. The coal is of good soft grade and sells at \$2 to \$3 a ton delivered in Fengchow. The owner of the mine is Li Yuan-chin, a native of Hsiao-i county, and a member of parliament in Peking.

Last Chinese New Year it was reported that a company had been formed with \$10,000,000 capital, 47 per cent. German and 51 per cent. Chinese. This company, which was said to be organized through Tuan Chih-jui, has the privilege of mining coal and iron, building a railway from the mines westward to the Yellow River, and organizing a steamboat company to carry the coal down the river to Tsinanfu, the inference being that it will be despatched from there to Tsingtao, thence to Japan.

SECRECY DESIRED.

Pumping on this flooded mine began in the spring. Four foreign engineers are engaged, the majority being German. They have been prospecting all round the neighbourhood, and have apparently located lead, silver and other minerals. She correspondent is informed that they have been particularly anxious that no mention of their movements should appear in the press, declaring that if newspaper publicity was given to the matter their schemes would be spoiled. When the fighting occurred in the vicinity of Peking they were very much concerned lest their mail should be censored. The Chinese are agitated over this situation as they fear that the Germans are simply used to cover up Japanese capital in the enterprise. The mine, which is situated in the village of Hsichangsun, is distant only 200 li from the Yellow River. There is an easy pass across the mountains and the entire district is lined with coal and iron. At present coal is shipped down the Yellow River in large rough boats but both boats and coal are sold at the end of the journey.—N. C. Daily News.

GENERAL NEWS.

"FIRST AID" FOR MOTORISTS.

The Automobile Association in England, which has for some time past provided "First Aid" motor-cycle combinations driven by expert mechanics for the assistance of members whose vehicles have broken down on the road through minor mechanical troubles, has now issued "tool kits" to the road patrols in charge of the Association's roadside telephone boxes for the use of passing members.

NOTICES

SUMMER SALE

IN LADIES DEPARTMENT ONLY

MONDAY, AUGUST 30th

TO

SATURDAY, SEPTEMBER 4th

EVERYTHING FOR

LADIES' and CHILDREN'S WEAR

AT BARGAIN PRICES

Always by far the most attractive Opportunity of its kind, this year's offerings are more numerous, and more delightfully tempting than ever!

LANE, CRAWFORD & Co.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen. Splits 80 Cts. " "

A. S. WATSON & CO., LTD. GRATED WATER MANUFACTURERS. Telephone 436.



FOR LIGHTING FIXTURES OF SUPERIOR QUALITY AND ARTISTIC DESIGN PAY A VISIT TO OUR SHOWROOMS.

UNION ENGINEERING CO., LTD.

Chater Road, York Building.

JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS. MARINE MOTORS OF ALL POWERS IN STOCK.

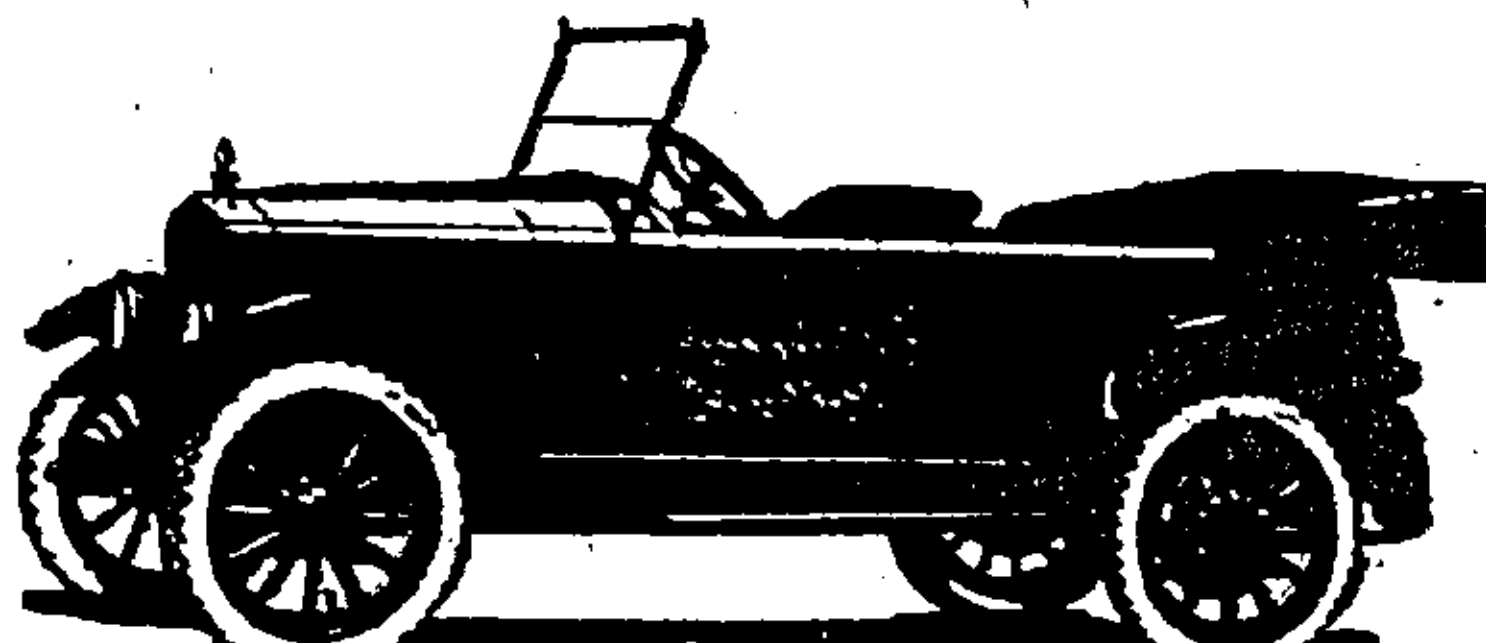
Works:—Footung, Shanghai. Sole Agencies:—Sterling & Evinrude Motors. Makers "EVO" Motors.

Associated British Machine Tool Makers Ltd. A.B.C. Boiler Makers. Hoxton Ltd. (Leather-cloth). Edgar Allen & Co. Ltd. (Tool Steels &c.). "Sargo" Steam Traps, Temperature Regulators &c. Linotype & Machinery Ltd. Patenmotor Engineering Co., Ltd. T. & W. Smith Ltd. (W. & S. Hopes). Imperial Light Ltd.



**THE DRAGON MOTOR CAR COMPANY**  
(THE EUROPEAN GARAGE.)

Agents in South China (Hongkong, Canton & Macao) for  
**HUDSON, ESSEX, ARMSTRONG-SIDDELEY,  
RUSTON-HORNSBY & DODGE BROTHERS  
MOTOR CARS.**



HEAD OFFICE: 34 DES VOEUX RD. C. 24 NATHAN RD., KOWLOON.  
TEL. 482 & 3552. TEL. K 226.  
SERVICE STATION AT 157-4 PRATA EAST TEL. 482.

*The Dragon Motor Car Co. is noted for the best  
and most reliable cars and careful chauffeurs.*

C. LAURITSEN, PROPRIETOR.

**MR. SMILLIE'S CONCERN  
FOR GERMANY.**

**AN INTERRUPTED SPEECH.**

Speaking at the Northumberland Miners' gala recently, Mr. Smillie said that France required an enormous amount of coal in the way of indemnity, but the German output was greatly reduced. Perhaps the German capitalist called this "a canny," but starvation was the real cause. German miners were part of a great international movement. (Cries of "Never mind Germany.") It was impossible for Germany to give up coal and at the same time restart industries.

and if that did happen, it would not be possible to get the money from Germany. (Further commotion.)

Mr. Smillie proceeded: "I was just boasting about our idealism. I would not like the Germany child to starve. Great events are happening in Russia and Ireland, and are you aware that your sons may be called upon to fight the people of Russia within a fortnight, just because they have overthrown capitalism? We have a serious situation in Ireland. The British Labour movement is not going to send its sons to fight Russian people nor to fight Ireland. You may be called upon to take some action shortly."

**QUEEN'S DISPENSARY.**

**NOTICE.**

We beg to announce that on August 29th, the Queen's Dispensary will be removed to **ST. GEORGE'S BUILDINGS,** (OPPOSITE STAR FERRY).  
**HARPER AND CO., LTD.**

**NOTICE.**

Prof. Danenberg will resume his Piano lessons in October.

**TO CURE SUMMER HEADACHES**

use Pinks: they are the natural remedy for this trouble because they dispel its causes—constipation, liver disorder, biliousness, fermentation in the stomach.

Equally suitable for women as for men, Pinks are also particularly helpful to the aged, being so mild in action yet so efficient in results. They prevent diarrhoea and dysentery, and relieve Piles. From dealers everywhere, or at 60 cents the vial post free, of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

**DESTMAN'S DISCOVERY.**

Paris, July 18.—On Friday a city scavenger had the fright of his life. He even doubted his own sobriety. He rushed away and called his comrade, and both, filled with fear, advanced to investigate. It was indeed a crocodile in the heart of Paris, and only later did the man discover that it was but a stray from a neighbouring itinerant menagerie.

**NOTICE TO CONSIGNEES.**

PACIFIC MAIL S.S. CO., LTD.

S.S. "LAKE GILPEN."

From RANGOON via PENANG, SINGAPORE AND SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from a'ongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 2nd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after Sept. 3rd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S.S. CO.,

AS OPERATORS: U.S. SHIPPING BOARD.

Hongkong 27th August, 1920.

**LESSONS IN CHINESE.**

MR. LI HEN PAN, a Chinese graduate, former a lecturer, has been a teacher in European schools and universities in the Orient for over twenty years. He has a good knowledge of European languages and is a native Chinese speaker. He has also a good knowledge of Manchu and Hindi. Those who intend learning the Chinese language are requested to write to No. 12, Queen's Road, Central, Hong Kong.

**THE CANTON INSURANCE OFFICE LIMITED.**

NOTICE is hereby given that an Extraordinary General Meeting of the Members of The Canton Insurance Office Limited will be held at the Offices of Messieurs Jardine Matheson & Co., Limited the General Agents of the Company at No. 16 Pedder Street Victoria Hongkong on **TUESDAY the 31st day of SEPTEMBER 1920** at 12 o'clock noon when the subjoined Resolution will be proposed as an Extraordinary Resolution viz:—

"That the New Articles contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such new Articles be, and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such Meeting will be held on **THURSDAY the 7th day of OCTOBER 1920** at the same time and place for the purpose of considering and if thought fit confirming such Resolution as a Special Resolution accordingly.

Copies of the proposed New Articles and of the present Articles may be seen at the Offices of the General Agents or at the Offices of Messieurs Deacon, Looker, Deacon and Harston the Company's Solicitors at No. 1 Des Voeux Road Central, Victoria, Hongkong.

Dated this 17th day of August 1920.

JARDINE MATHESON & CO., LTD.  
General Agents.

**SHORTHAND CLASSES**

St. Mary's School, Kowloon. Evening classes for Young ladies in Pitman's Shorthand will reopen on the 3rd September. There will also be a class for beginners.

**NEW ADVERTISEMENTS**

**FOR SALE.**

**FOR SALE.**—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to:—Linstead & Davis, Alexandra Buildings, Hongkong.

**TO BE LET.**

**TO LET.**—From 1st September one large Office Room, central, in business district. Apply Box 426 c/o "Hongkong Telegraph."

**PUBLIC AUCTIONS.**

**THE Undersigned have received instructions to sell by Public Auction on**

**Wednesday the 1st. September, 1920.**

commencing at 11 a.m.

at their Sales Rooms, Duddell Street

**A Quantity of Wines and Spirits**

Comprising:—  
70 cases Brandy (qts.)  
25 cases Bull Dog Stout (pts. and splits)  
45 cases Claret  
13 cases Chianti (qts. and pts.)  
15 cases Hock

On view from Tuesday the 31st. August

Terms: Cash on delivery.

**LAMBERT BROS.**  
Auctioneers.

**Burglar & Fire-resisting  
SAFES**

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

**LAMBERT BROS.**  
Duddell Street.

**WANTED.**

**FIFTY DOLLARS REWARD.** To whom will procure for me convenient and suitable European house not less than five rooms. Write with full particulars, P.O. Box No. 8.

**WANTED.—AN ELECTRICIAN or MARINE ENGINEER** is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD. North Point. Apply in writing accompanied by details of experience and copies of testimonials to The Manager, HONGKONG ELECTRIC CO., LTD. St. George's Buildings.

**WANTED.**—Good home for Fox Terrier Dog. Owner leaving Colony. Apply Box 424 c/o "Hongkong Telegraph."

**WANTED.**—From early October, four or five roomed house in any locality. Satisfactory premium given for leave. Apply Box 425 c/o "Hongkong Telegraph."

**French Lessons** wanted by European. Reply with terms to Box 427 c/o "Hongkong Telegraph."

**WANTED.**—A godown of about 8,000 square feet of floor space on or near the Water Front. Apply to P. O. Box No. 5.  
Hongkong, 27th August, 1920.

**FOR SALE**

**FOR SALE.**—Two duplicate electric lighting sets each consisting of:—A 4-cylinder vertical gas engine direct coupled to a 65 kilowatt direct current dynamo, 600 amps, 110 volts, at 240 r.p.m. Suction gas generator (open hearth) complete with scrubbers and all connections. Independent air compressor, storage tank, etc. For further particulars regarding the above, which can be seen under working conditions. Apply Box 423 c/o "Hongkong Telegraph."

**SPECIAL PROGRAMME**

AT THE

**HONGKONG THEATRE**

FOR FOUR NIGHTS ONLY

5.15 P.M.

AUGUST 28, 29, 30 & 31

9.15 P.M.

PRESENTING

**"CHRISTUS"**

THE STORY OF THE

**WORLD'S  
REDEEMER**



REPRODUCED IN THE SACRED PLACES OF PALESTINE AND EGYPT AND  
PRESENTED IN HISTORICAL CHRONOLOGICAL ORDER IN MAGNIFICENT MOVING PICTURES; PRODUCED BY THE CINES  
COMPANY OF ROME IN SEVEN SPECTACULAR ACTS



# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(Direct)  
 "PROTESILAUS" 1st Sept. London, Amsterdam & Hamburg  
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp  
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp  
 "KEEMUN" 12th October London, Amsterdam & Hamburg  
 "TEIRESIAS" 26th October London, Rotterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
 "RHESUS" 4th Sept. Havre and Liverpool  
 "CYCLOPS" 11th Sept. Genoa, M'les, L'pool & Glasgow  
 "TITAN" 5th Oct. Genoa, M'les, L'pool & Glasgow  
 "EURYPYLUS" 12th Oct. Marseilles, Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)  
 "TALTHYBIUS" 3rd Sept. Victoria, Seattle and Vancouver  
 "TYNDAREUS" 6th Oct. do do do  
 "TEUCER" 20th Oct. do do do

## NEW YORK SERVICE

(via Suez or Panama)

## HOMeward PASSENGER SERVICE

"MENTOR" 21st September for London direct  
 "STENTOR" 8th October for London direct  
 "TEIRESIAS" 26th October for London direct  
 "IDOMENEUS" 9th November for Liverpool via Marseilles

For Freight and all Information Apply to

**BUTTERFIELD & SWIRE AGENTS.**

### CONSIGNEES.

#### THE ADMIRAL LINE

#### NOTICE TO CONSIGNEES.

The Steamship  
 "CITY OF SPOKANE"

having arrived from Seattle via ports, on August 27th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 1st by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 2nd will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

**PACIFIC STEAMSHIP CO.**  
 United States Shipping Board  
 Emergency Fleet Corporation  
 Managing Agents.

**THE ADMIRAL LINE.**  
 5th Floor Hotel Mansions.  
 Hongkong, 25th August, 1920.

### CONSIGNEES.

#### THE ADMIRAL LINE

#### NOTICE TO CONSIGNEES.

The Steamship  
 "COAXET"

having arrived from Portland, Ore. on, via ports, on August 26th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 31st inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 1st will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

**PACIFIC STEAMSHIP CO.**  
 United States Shipping Board  
 Emergency Fleet Corporation  
 Managing Agents.

**THE ADMIRAL LINE.**  
 5th Floor Hotel Mansions.  
 Hongkong, 25th August, 1920.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

#### "BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship  
 "BENLEDI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 9th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO.**  
 Agents.  
 Hongkong, 27th August, 1920.

#### TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

S.S. "ANYO MARU"

From SAN FRANCISCO via HONOLULU-JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, on Friday the 27th Aug. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 3rd Sept. 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Tuesday, the 7th September 1920, at 11 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

**Y. TSUTSUMI.**  
 Manager.

Hongkong, 27th August, 1920.

### SHIPBUILDERS.

SHIP REPAIRERS.  
 BOILER MAKERS.  
 FORGE MASTERS.  
 OXY-ACETYLENE AND  
 ELECTRIC WELDERS.  
 MECHANICAL AND  
 ELECTRICAL  
 ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
 OF HONGKONG, LIMITED

#### —DRY DOCK—

LENGTH 787 FEET.  
 LENGTH ON BLOCKS 750 FEET  
 DEPTH ON CENTRE OF  
 SILL (H.W.O.S.T.) 34 FT. 6 INS.

#### —THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP  
 TO 3000 TONS DISPLACEMENT.  
 ELECTRIC CRANE AT SEA WALL, CAPABLE OF  
 LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.  
 TELEPHONE NO. 22  
 CABLE ADDRESS: "TAIKOO DOCK" HONGKONG.

**BUTTERFIELD & SWIRE, AGENTS.**

HONGKONG, CHINA & JAPAN.

### LABOUR DESERTING THE SOVIET.

#### BOLSHEVIST INDUSTRY AT A LOW EBB.

More captured Bolshevik documents lately received in Washington, which confirm out of the mouths of Soviet leaders themselves the definite reports which had reached the Allies from independent sources as to the collapse of the Soviet industrial and economic systems, have been published in Washington.

The documents include reports on economic conditions inside Soviet Russia, made before a recent session of the Congress of Delegates from Councils of National Economy, trade unions and the Moscow Soviet, by Leon Trotsky, the Bolshevik Minister of War; A. Rykov, Chairman of the Supreme Council of National Economy in the Soviet Government, and by M. Tomski, Chairman of the Central Council of Trade Unions.

The reports all deal with the steady decline of industrial productivity in Soviet Russia since the rise of Bolshevik power and on the phenomenon of a labour shortage in industry when the demand for labour is at a low mark.

These reports were among the official Soviet documents, not intended for the outside world, which have just reached Washington from Helsinki, where they came into the possession of Gregory Alexinsky, a former Moderate Socialist member of the Russian Duma.

Trotsky in his report stated that the 1,000,000 workers given by nationalized industry is an exaggerated figure. He says there are only 850,000 workers.

The lack of skilled labour is stated to be so acute that even establishments engaged in producing supplies and equipment for the Red Army have at times experienced the greatest difficulties in obtaining sufficient skilled workmen to enable operations to continue. Rykov characterizes the skilled labour shortage during the present industrial depression as one of the most dangerous phenomena of Russian economic life. It has attained such proportions, he says, that "we are unable to utilize certain establishments even though they are provided

with raw material, only because of the lack of skilled labour."

#### WORKERS DESERT INDUSTRIAL CENTRES.

M. Tomski, in his report, commented on the labour shortage problem, as Chairman of the Central Council of Trade Unions.

"What has become of the labour forces of the industrial proletariat?" he asks in the report and makes the following reply:—

"If in capitalistic society a shortage of labour power marks the most intensive activity of industry, in our own case this has been caused by conditions which are unique and unprecedented in capitalist economic experience. Only part of our industry is at work and yet there is a shortage of labour power felt in the cities and industrial centres. We observe an exodus of labourers from industrial centres, caused by poor living conditions. These hundreds of skilled labourers whom we are at present lacking for the most elementary and smallest requirements of industry have gone partly to the country, to labour communes, Soviet farms, producers' associations, while another part, a very considerable one, serves in the army."

"But the proletariat," continues Tomski, "also leaks away to join the ranks of petty profiteers and barter-traders, we are ashamed and sorry to confess. This fact is being observed and there is no concealing or denying it. There is also another cause which hinders the industrial life and hinders a systematic organization of work: this is the migration of workers from place to place in the search for better living conditions. All of this, again, is the result of the one fundamental cause—the very critical food situation in the cities and, in general, the hard conditions of life for the industrial proletariat."

Trotsky in his report on the same subject agrees with Tomski what he characterizes as the "dispersion of the working classes."

He says:—  
 "Hunger, the unsettled dwelling problem and the cold are driving the workers from industrial centres to the country, and not only to the country, but also into the ranks of profiteering, into the ranks of parasites."

This view is also concurred in by Y. Kamenev, Chairman of the

### W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HONG KONG.

#### HARBOR REPAIRS

Call Flag "L"

Sole Agents for  
 "KELVIN MOTORS."  
 Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works ... Tel. K.21  
 Manager ... "K.329  
 Secretary ... "K.369  
 Harbour Engineer ... "K.28.  
 Telegrams "SEYBOURNE."

Moscow Soviet, who called the attention of the Congress to "the enemy whom the Moscow proletariat has felt already for some time to be present, but who has succeeded in growing up to full height and is now eating up the entire fabric of the new Socialist economic structure."

Commenting on the industrial situation, Rykov's report states that the nationalization of industry has been quite thoroughly carried out by the Bolshevik authorities. In 1918, he says, the Soviets had nationalized 1,125 factories and mills. Toward the close of 1919 he gives the number of industrial establishments taken over by the State as about 4,000, ONE-FOURTH OF INDUSTRY IDLE.

"Of these 4,000 establishments," Rykov continued, "only 3,000 are working at present. All the rest are closed and idle. The number of workers, by a rough estimate, is about 1,000,000. Thus you can see that both in point of number of the workingmen employed as well as in point of numbers of still working establishments, the manufacturing industry is in the throes of a crisis."

ACTIVE AT 103.  
 Mrs. Mary Coleman, of "The Hamlet," Roydon, Essex, has reached the age 103. She has ten children, the oldest being 73, and she lives with her youngest daughter, who is 65. She gets about the house and garden without any assistance.

BY BLOSSER.

**HALL'S DISTEMPER**  
 THE KING OF WATER PAINTS  
 In Sanitary, washable, and light in color, and gives a fine finish to your interior walls.  
 Made by Hall's Distemper and Paints.  
 Write for our Booklet on "How to Distemper Your Home."  
**WILLIAM C. JACK & CO., LTD.**  
 Sole Agents  
 Hongkong & South China.

**From NOBLE'S ENGLAND**  
 Direct from the Factory to your Home.  
 Buy all your Dress Requirements and Household Goods from the great British Mail-order House. You will be delighted with the quality and workmanship of the goods, the up-to-date and attractive styles, and the low prices. You can be smartly dressed and yet be economical if you purchase all you need from Noble's.

**The New 68-page Catalogue.**  
 Post Free from the "Hong Kong Daily Press," Hong Kong (this saves you the time taken in writing to England in the first place). Send today for this beautifully illustrated catalogue—you will find it full of interest and value. It shows you how you can buy all your Dress and Household Requirements at factory prices, thus saving money on every purchase.

**Some of the articles illustrated:**  
 Tailor-Made Costumes Underwear Made to Measure Suits  
 Frocks and Coat Frocks Baby Linen Overcoats, Waterproofs  
 Suits and Undershirts School Outfits Bedding, Linen  
 Blouses, Millinery Hats, Caps, Footwear Carpets, Curtains  
 Coats, Sports Coats Ready-to-Wear Suits Napery, Cutlery

**PATTERNS.** John Noble, Ltd., will gladly send a splendid selection of patterns Post Free on application to Manchester.  
**REMITTANCES.** The full amount should be sent by Money Order, or by Bank Draft, payable at sight on London or Manchester.  
**JOHN NOBLE & CO., Ltd.** Brook Street Mills, Manchester, England.

### FRECKLES AND HIS FRIENDS

### Tag's Description of a Turtle!





Watson's

PURE

## CARBOLIC SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5. FOR TOILET USE

Price: ... \$1.20 per box of 3 tablets.

10. FOR THE BATH

Price: ... \$1.75 per box of 3 tablets.

20. MEDICAL BATH SOAP

Prices: ... 75 cts. per tablet.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Phone 18.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shekwan, Canton, who are our agents there.

### BIRTH.

BRITTON.—At the Matilda Maternity Hospital, on 23rd August, to Mr. and Mrs. F. A. Britton, a daughter.

## The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 23, 1920.

### FIRM PRICE QUOTATIONS.

Business conditions in Hongkong at the present time are admittedly not what they might be. The state of the market in most lines might with truth be described as "dull." But whilst this is so, we do not see that there is any reason to be unduly depressed about the matter, nor to adopt an attitude of pessimistic despair in reviewing the situation. After all, what we have to bear in mind is that if things are not all that they might be, the same applies to other business centres as well. In fact, compared with some other Far Eastern centres, Hongkong can count itself fortunate. We have had here nothing like the commercial and financial crisis which has been experienced in Japan, for example, nor have we been so badly affected by adverse conditions as some other places that could be named. It is true that some firms have been badly hit in one way and another, but the general business stability of this British Colony has not been seriously shaken, and we can all of us feel grateful that in these unusual days matters are no worse than they are.

We have been led to make the foregoing observations after reading the report of an important meeting of the Association of British Chambers of Commerce which was recently held at Glasgow, and at which a question having a direct bearing on Hongkong's present business situation was brought forward. At that meeting, a resolution was adopted in regard to firm price quotations, this stating that the practice ruling in manufacturing and commercial circles in England at the present time of declining to give firm price quotations for the sale of goods on the execution of work beyond the immediate moment, but of quoting "at prices ruling at date of delivery," was doing incalculable harm to the trade of the country and particularly to the export trade. As to the causes of this unsatisfactory practice, the meeting expressed the view that the main of these were the Government control of industry and the uncertainty of labour prices, the latter being the basis of all productive costs. The whole matter was referred to the Executive Council, which is to consider the points raised. Whether any good results can come from an investigation of this important question by such a body is debatable, but that the Association has put its finger on the weak spot of British export trade there will be general agreement amongst business men.

So far as imports into this Colony are concerned, it is unquestionably true that this matter of inability to secure firm price quotations is the most potent factor in the present business stagnation. If we have heard it from one business source we have from a dozen, that there is ample business to be picked up if only there were some certainty regarding prices. Chinese customers are really anxious to do business, but they have been in the habit of dealing on fixed, definite quotations and naturally are disinclined to buy in the dark. They have faith in British products and manufactures—indeed, many of them have a decided preference for British goods—but they want firm prices before they enter into contracts of any importance. That is the problem with which local import firms are faced. With the Home manufacturer the trouble is that he is also badly handicapped on account of Government control and the insistent demands of Labour for more wages. He can no more find stability than the Hongkong importer can; and, as a direct consequence of the general uncertainty that prevails, business is tremendously curtailed. Eventually, no doubt things will find their true level, but until this quotation question is put on a more satisfactory basis it is idle to look for any marked improvement in business. For the benefit of British export trade in general, we do hope that the attention which the British Chambers of Commerce are giving this matter will lead to beneficial results.

### NOTES & COMMENTS.

#### CROWN COLONIES AND REFORM.

A little while back we were all speaking of the reform that has been granted to Ceylon in the matter of government, and it would seem that the Secretary of State for the Colonies must have had quite a busy time lately considering applications from other Crown Colonies. British Guiana has recently sent a delegation to England to plead for more representative government and now we notice that Jamaica is about to follow that example. In the case of Jamaica, the Legislative Council, sometime last year, approved of a resolution that the Secretary of State should be asked to arrange for the appointment of a Royal Commission to go to the Colony and enquire into industrial, social and political conditions, and to offer suggestions where reforms were necessary. Lord Milner replied that the Colony had not made out a case to support such a request; and he suggested that a strong local Commission should be appointed and should report to him. The people of Jamaica were so disappointed at this that it was at once suggested that representatives should go to London to interview the Colonial Secretary, renew the request for a Royal Commission and press for a change of the system of Government of the Colony from Crown to representative government. Jamaica can at least be said to know what it wants in that matter, just the same as Ceylon knew what it wanted, as well as British Guiana. Hongkong does not seem to know, for all it has been content to do is to form a Constitutional Reform Association, listen to a few speeches, make pious representations and there to let the matter rest. Reform is in the air so far as Crown Colonies are concerned, but Hongkong is rather languidly trailing behind the others.

#### IRELAND AGAIN.

The Irish question has taken on something of a new light by reason of the Conference held a few days ago in Dublin. When such a representative gathering, including so many prominent Irishmen, passes resolutions of the nature of those cabled out East by Reuters yesterday, it has a portent that no Government can reasonably refuse to recognise. With the exception of the north-east corner of the country Ireland is practically united in demanding self-government. The Conference's resolution demanding "full national self-government, with complete administrative, fiscal and financial independence" will have to be given serious thought if there is ever going to be a genuine attempt to pacify the instincts of the majority of the Irish people. Special provision is made for Ulster—in fact two prominent Ulstermen at the Conference expressed the belief that Ulster would accept the suggestions. Dominion Home Rule, with the limitation that Ireland must remain within the British Empire, is the tendered solution and Mr. Lloyd George has now an opportunity of honouring his promise that he would gladly listen to and act on the recommendations of any responsible party. There was a unanimity of opinion that the continuance of the Government's present policy would only result in further strife and outrage—in fact the release of the hunger-striking Lord Mayor of Cork was demanded. Judging purely on the face value of the news as received here, we can only conclude that if the British Government does not make some more sympathetic move in response to Ireland's demand it will draw upon its own head worse happenings than have already taken place.

#### BRITAIN'S DIRECT QUESTION.

Mr. Balfour's direct question to Russia will certainly have the effect of bringing matters to a head, because the Soviet has now been challenged to make definite clear its intentions. And when such a direct question is asked with a request that an answer be received by a certain date, it can be taken for granted that the Government is contemplating action in the event of the answer being unsatisfactory. If the latest message from Warsaw is correct, then the Soviet is advancing fresh claims on Poland that will make the matter of a peace treaty all the more remote. The Allied High Commissioners at Dantzig has now been instructed to ensure the passage of war materials through that port and to effect the landing of cargoes by all available means, or, in plainer

### DAY BY DAY.

NOT BY YEARS BUT BY DISPOSITION IS WISDOM ACQUIRED.

It is notified that the name of the China Enlightenment Company, Limited, has been struck off the Register.

It is proclaimed by order of His Excellency the Governor-in-Council that Saigon is a place at which an infectious or contagious disease prevails.

A Chinese was yesterday admitted into the Government Civil Hospital suffering from injuries to his right thigh caused by an assailant who is now being held in Police custody.

We learn that Captain D. R. Wahl, Royal Engineers, has successfully passed in the Cantonese language at an examination held under the auspices of the local Director of Education.

Amongst others, we note that the registration of two trade marks standing in the name of Messrs. William Meyerink and Co., of Shanghai, have been renewed under the Hongkong Ordinance.

His Excellency the Governor has, under instructions received from the Secretary of State for the Colonies, appointed Lieutenant-Commander Walter Conway Hake, R.N.R., to be Assistant Harbour Master.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. Lowe to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Mr. H. E. Pollock, K.C.

His Excellency the Governor has, under instructions received from the Secretary of State for the Colonies, appointed Commander C. W. M. Beckwith, R.N., to be Harbour Master, Marine Magistrate, and Emigration Officer in place of Captain Basil Taylor, R.N., retired.

The remains of a Japanese woman, 36 years of age, have been removed from the Japanese restaurant at No. 36, Connaught Road Central. The deceased was found dead yesterday, and on examination by the doctor it was discovered that her demise was caused by an over-dose of morphia or cocaine, probably self-administered.

On September 13, Inland Lot 2304, Bowen Road, is to be sold at the P.W.D. offices. It has an area of about 8,000 square feet, and the upset price is \$1,360. On the same day, Inland Lot 2305, also situate on Bowen Road, and having an area of about 6,240 square feet, will also be disposed of. The upset price in this case is \$1,148.80.

The letting of portions of foreshore and seabed at Lai Chi Kok is advertised for a period up to 31st December, 1920, with the option of renewal by the permittee for further periods of six months as may be approved by the Director of Public Works at a rental of \$28 per half-year payable in advance. The area comprises 12,000 square feet.

A recent Army Order notifies that demobilisation furlough and other benefits terminate on August 31st, 1920. On and after this date, the release of all other ranks from Military Service will be by discharge and not by demobilisation. Soldiers serving on regular army engagements after August 31st, 1920, will be granted furlough for the last 28 days prior to discharge or transfer to the Army Reserve, always provided that in the case of a soldier about to be transferred to the Army Reserve, such furlough may be granted to the United Kingdom.

language, lend a hand. The Polish victories continue and the Bolshevik Government has become alarmed, giving instructions for the concentration of all workmen on the Wrangel front before it is too late. As we said yesterday, it is nothing less than an Allied war on Russia. Whether that is right or wrong is a matter of personal opinion. We have our

### 1895.

#### HONGKONG TWENTY-FIVE YEARS AGO

(Compiled from the "Hongkong Telegraph" files for week ending Sept. 4th, 1895.)

THE DOLLAR. August 29th.—The rate of the dollar, on demand, to-day is 2s. 2-1/2d.

#### CATCHES A TARTAR.

August 29th.—Captain Henderson of the new Chinese boat Fei Ting which arrived in the Colony last week appears not to have had a pleasant time of it during the voyage from Hong Kong. At almost every port the vessel touched at the men who left Hong Kong on the vessel "jumped ship" whenever they got the chance, and a few days ago here he missed the most important man on board—the cook and the bottle washer. This morning the remainder of the men, with the exception of the officers, left in a body and new hands had to be taken on. We have made enquiries and found that the men have nothing to complain about in their skipper, in fact they say he has treated them, most kindly. The only reason for them to leave the ship is owing to the voyage being very tedious and trying. We have been told that the heat in the engine room and galley is almost unbearable, and on the voyage out the cook fainted three times in one day owing to the insufferable heat. From this it appears that the original crew of the speedy Fei Ting instead of catching torpedoes caught a Tartar, or at all events, got a good deal more than they bargained for.

#### THE NATIONALITY QUESTION.

August 29th.—We have received from Mr. J. P. Braga a letter in which he discusses with excellent temper and great common sense the question raised by the letter of "Another Victim" in our columns on the 27th instant. Mr. Braga will, we feel sure, forgive us for keeping it back a day or two, but we do so that we may be enabled to reply to it and to do full justice to his arguments. We believe that he is mistaken in some of his assertions as to the nationality and rights of a great many of his conferees who are spoken of, and speak of themselves, as Portuguese, and as the question is one of great importance and effects not only the Portuguese but also the Chinese here we intend to examine it fully and at some length.

#### THE TIGER NIGHTMARE.

Aug. Sept. 2nd.—Lately we have been treated to *Chimur Mail* serpent stories, Tysan tiger episodes, etc., and to-day we publish a true snake story which will be found amongst the items of interest of news gleaned from Frisco Exchanges. As it comes from an American source we can with perfect confidence recommend it as a true-as-gospel snake story, and need say no more.

### DEATH OF MRS. HANCOCK.

#### FORMERLY RESIDENT IN HONGKONG.

Many old residents have learned with deep regret of the death in England of the widow of the late Mr. Alfred Hancock, formerly of Hongkong. The deceased lady, who was 75 years of age, came out to Hongkong in the early sixties and resided here for forty years, leaving Hongkong in 1906. She was the mother of Mr. Harry Hancock and as well as of Lady Stewart Lockhart, wife of the High Commissioner of Weihaiwei, who was formerly Colonial Secretary of Hongkong, of Mrs. C. A. Tomes of New York, whose husband was formerly a member of the firm of Shawan Tomes and Co., and of Mrs. Lloyd and Miss Hancock, both of whom are in England.

#### ROYAL AIR FORCE.

##### MEMORIAL FUND.

Mr. D. K. Blair, Hon. Treasurer of the Hongkong Aero Club, informs us that the following subscriptions to the above Fund have been forwarded to him direct:—

|                 |     |
|-----------------|-----|
| Capt. T. Arthur | £50 |
| J. H. Taggart   | 50  |
| L. N. Leale     | 25  |
| J. L. Crockett  | 25  |
| O. T. Breakpear | 10  |

### CHILD CRUELTY.

#### ANOTHER CASE.

Another charge of cruelty to a servant girl was heard before Mr. R. O. Hutchison this morning, a Chinese woman being alleged to have tied up her servant and inflicted serious injuries on her with a rattan cane.

Mr. Rowan, who appeared for the defence, asked for a remand of the case, which he characterised, in view of the slight nature of the offence, as being trifling.

His Worship reminded Mr. Rowan that whether the offence was trifling or not it would have to be heard in evidence.

Mr. Rowan said he could not see any marks on the child's person; but Inspector Willis assured him that the girl bore innumerable bruises on her person.

Mr. Rowan said that whether she had those bruises or not the fact would have to come out in the evidence. His Worship however, had the last word to say in the matter. "I am entitled to hear something about it," he remarked.

The case was remanded until Wednesday, and the question of bail then came up for discussion. In respect of the sum fixed, i.e. \$300, Mr. Rowan asked for its reduction. He said:—

"I going to apply for a reduction of the bail because—"

His Worship interposed:—No; I will certainly not reduce it.

### SANITARY BOARD.

#### TREATMENT OF HYDROPHOBIA.

The business at Tuesday's meeting of the Sanitary Board will include:—

Letter from Government relative to the erection of fifteen water closets in the new flats now under construction on Kowloon Inland Lot No. 102, Nathan and Jordan Roads.

Letter from Government relative to the erection of nine water closets at each of the blocks of new houses now under construction on Kowloon Inland Lots Nos. 1352 and 81 R.P., Nathan Road.

Dr. W. V. M. Koch, pursuant to notice, will ask:—Will the Head of the Sanitary Department ascertain for the information of the Board what steps are being taken for the treatment of cases of hydrophobia in the Colony?

### MOTORING FATALITY IN SHANGHAI.

#### YOUNG AMERICAN KILLED.

A sad fatal motor-cycle accident took place on Siccawei Road late on Saturday night, says the *N.C. Daily News* of August 23, resulting in the death of Mr. Olin Loveland, of No. 654 Avenue Joffre.

Mr. Loveland, who was only 21 years of age and an American citizen, must have been riding his motor cycle alone at the time of the tragedy, for at 12.15 a.m. two Belgian residents who were motoring along Siccawei Road saw a foreigner lying on the side of the road and a motor cycle in a creek off the road. They did not attempt to remove the body, but immediately went to the Bubbling Well Police Station and reported the matter.

Sergeant McRobbie accompanied the two gentlemen to the spot where the accident took place, and there found the body lying in the position mentioned. He stopped a big motor car which was passing, the other being too small, and conveyed the body to the Red Cross Hospital where life was pronounced extinct.

An especially painful circumstance of the tragedy is that one of the nurses at the Hospital, Miss Loveland, recognized the dead man as her brother.

Mr. F. J. Schuhl, Commissioner of the United States Court for China, acting as coroner, will hold an inquest at the Court Room at five o'clock this afternoon.

Up to the present no details have been transpired as to how the accident occurred, but in the meantime the police are making investigations.

It is understood that Mr. Loveland had only been a few months in China. He was in the employ of Messrs. Andersen, Meyer and Co. The deeper sympathy will be expressed for his sister, and also for other relatives who are believed to be engaged in mission work in China.

### TO-DAY'S MISCELLANY.

Another peril in the path of youth has just been discovered by a London chiropodist, who informs us that a stockinged foot after a hot bath is at the mercy of germs and parasites lurking in the carpets, ready to cling to the naked sole and inject a species of "Verruca Herpes" into the glands. The disease spreads rapidly, and is believed to be infectious. It may be communicated to the foot through the agency of dead flies—another count in the indictment against house-flies.

The Rev. Dr. F. B. Meyer's successor in the pastorate of Christ Church, Westminster-bridge-road, has been elected unanimously. He is the Rev. Dr. William Poole, who has been filling the pulpit made famous by Newman Hall and F. B. Meyer, during the last three months. Dr. Poole will visit the Far East in all probability before beginning his ministry in the winter. The Lincoln Tower, by the way, was the first memorial to Abraham Lincoln in London. Only a few minutes' walk from Christ Church across the bridge will stand the statue to Lincoln to be unveiled this month.

Something more than a tribute to the wisdom of Moses may be found in the decision of the Committee that the land set aside for the Jewish colonists should after a certain number of years become the property of the people. It means that one of the laws dear to the heart of the great lawgiver will after the lapse of thousands of years again become the law of the Promised Land. The Voice that spoke to Moses on Mount Sinai commanded the trumpet of the Jubilee to sound every fifth year for the healing of social evils. "For the land shall not be sold for ever: for the land is Mine; for ye are strangers and sojourners with Me."

An instance of activity sustained into old age is that of Sir West Ridgway, who has just returned from a business tour of North Borneo, for Sir West is 76 and has a long and active career behind him. He was soldiering with Roberts in Afghanistan; he was specially promoted colonel for distinguished service when 43. He was Foreign Under Secretary in India at 36. He has served on diplomatic missions; he has governed the Isle of Man and Ceylon; he was Under Secretary for Ireland from 1887 to 1893; he stood as a Liberal for London City in 1905, and he still takes a keen interest both in business and in politics.

There is a good deal to be said for Professor Petrie's suggestion, made in the University College magazine, that instead of erecting the London University building on a valuable business site in Central London, amid "smoke, smuts, and fog," they should choose the fresher air of the northern heights. Lord Mansfield's Kenwood estate, which is in the market, is the professor's choice. Its 150 acres would provide room not only for all necessary buildings but for sports as well. As far as accessibility is concerned Kenwood is well placed. It adjoins Parliament Fields, and the tram terminus, just within the four mile radius, is not far away. The Highgate Tube runs in the neighbourhood, and a branch line to the University is not impossible.

When Prince Louis Napoleon, the only son of the ex-Empress Eugenie, volunteered for service in South Africa all England was thrilled by the story of how a British camp at Isandula had been overwhelmed by 15,000 Zulus and by the gallant defence of Rorke's Drift. In these days of wireless telegraphy it is hard to realise that news of these stupendous events, occurring on January 22, 1879, did not reach this country for days afterwards, and then only by a brief telegram from an island in the Atlantic where a home-coming steamer had called. There was no telegraphic communication with South Africa, and the present writer, with other journalists, went to Plymouth to await the incoming vessel for the full story. It was at day-break on a wild February morning that we were on a tender to board the steamer, and rapidly pick up the news which was immediately telegraphed to London, and a special edition of the *Daily Chronicle* published about breakfast time.



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## SHIPPING NOTES.

(BY "NEPTUNE")

The past five years have seen a great development of interest in shipping in China. Prior to 1914 the China Merchants' Navigation Company stood alone as a Chinese company operating on tidal waters. Since then Chinese companies have established services between San Francisco, South America and China. In all these concerns the leading spirits have been Chinese from abroad. In the coastal trade there are also a number of Chinese shipping companies operating. There is in contemplation an extensive Chinese mail and passenger service to both Europe and America.

The American shipping papers speak of a silent conspiracy among British, French, Dutch and other shipping companies to oust American shipping from the seas. But if the United States wants to maintain its maritime marine it is not going to do so by talking of conspiracies. What should be done is to give the American merchant marine interests every possible encouragement by way of help through wise legislation. The signs are multiplying that a big war in rates, not only in the Far East but everywhere that cargo may be expected, is impending. It would be well for the Americans to bear in mind, in connection with the development of American shipping by legislation, that commerce is necessarily a two-party transaction, and for that reason no permanent benefit can be derived from legislation that retaliates or invites retaliation. The circular that was sent out by the P. and O. people in April last promising those who confine their support and shipments from May 1st to October 31st next to the Peninsula and Oriental line a rebate of 7½ per cent. on the freight contributed, is interpreted in the United States as a plot to destroy the American mercantile marine. By means of heavy rebates, it is thought that the P. and O. line will be able to eliminate considerable American competition.

It is believed that most of the vessels operated in the Far East by the United States Shipping Board are facing a serious situation. One paper very seriously says that the operators of such vessels in Hongkong and in China generally have asked the United States Shipping Board to allow them to cut the rates to meet the competition that they are faced with, but this has not yet been done. It goes on to say: "The alternatives are that the Shipping Board vessels will either lose the business or will operate at a constant loss, which in time will reach immense figures." It would be very interesting to know how Shipping Board vessels, which carry for the most time full cargoes, lose money.

Much of the theft and pilferage of cargo that we hear so much about is due to improper packing and to the increased carelessness of carriers and warehousemen. Theft and pilferage are neither risks of transportation nor navigation but are normal hazards. Carelessness in transportation, such as improper storage, and a post-war relaxation on the part of many employees, combined with the improper and insecure crating of goods by those who are new in the export trade, make present-day insurance rates for theft and pilferage merely a guess on the part of underwriters.

It is stated that the merchants of New York who do business with the Philippines have decided that as the route from New York

to Manila via Suez is 87 miles shorter than the Panama route, and also as the Suez route provides a number of ports of call where freight can be loaded, the former will be used.

In their report for last year the Directors of the Java-China Japan Line say that shipments of sugar from Java to China were substantial, but very irregular owing to the unsettled state of the market. At times the offer of cargo was so large that tonnage had to be chartered to meet same. The Company have removed their head agency from Hongkong to Batavia. The Hongkong offices will, however, continue to be maintained. The Company may discontinue the use of oil fuel, as difficulties are being experienced in securing supplies of oil fuel from Balak Papan and Tarakan, and even with the enormous price adequate supplies cannot be secured. I imagine that there will be keen competition with the Robert Dollar Company, who have opened a regular fortnightly service from Hongkong to Batavia and Sourabaya, including Saigon and Singapore as ports of call. I read in the Home papers that the Ellerman and Bucknall Steamship Company is to open a service from Montreal to Java.

The Nippon Yusen Kaisha and Osaka Shosen Kaisha are experiencing much difficulty in securing cargoes for Europe, and the offerings are decreasing rapidly, despite the fact that there is a keen demand for foodstuffs in all European countries. These companies are, therefore, obliged to depend upon China and India, and at present, are finding the maintenance of European lines rather unprofitable.

The Hongkong Mercantile Company according to a Reuter message from Sydney has offered to buy the Commonwealth's fleet of wooden steamers which were built in America. It is reported that the Commonwealth Government is asking £85,000 for each steamer.

In the attention which has been given to the subject of the United States competition in shipbuilding the rise of Japan has probably not received its proper importance. It is only the handicap of having to rely on the United States and Great Britain for steel supplies which has prevented Japan obtaining a more prominent position in shipbuilding. During the war period, when economic considerations possessed no force, and Japan had to have the steel, a very large number of shipyards were in operation. It is said that there were seventy in the Osaka district alone. Many of the yards in this locality, as well as elsewhere, are now closed down, and owing to the difficulty of obtaining shipbuilding materials in the required quantities it is probable that the current year's output of Japanese yards may not be much in excess of 500,000 tons. The problem on which the attention of the Japanese is being concentrated is how to bring about an increase in their own supplies of shipbuilding material.

With the additional labour brought on by the large number of U.S. Shipping Board's freighters entrusted to his Company's care, Mr. J. Oram Sheppard is one of the hardest worked businessmen of the Colony. His many friends and business conferees will therefore learn with pleasure that he goes to the United States on furlough in October. I take this opportunity of hoping that he will have a pleasant holiday.

By the China Mail liner Nile which left to-day for San Francisco there went on leave

Mr. O. H. Ritter, the well-known Agent of the China Mail S.S. Company. Mr. Ritter has been for a period of thirteen and a half years an agent on the China Coast, first with the Pacific Mail S.S. Company. At San Francisco he will join Mrs. Ritter and children who proceeded to the States on the Nile's previous trip. Though it is not known whether they will return to the Colony, we all wish Mr. Ritter and his family a pleasant sojourn in the United States. Mr. C. T. Surridge, who arrived in the Colony two months ago, has taken up his post of Agent in Mr. Ritter's absence.

The announcement that trans-Pacific passenger rates have been raised by 30 per cent. as the result of a decision by a Conference held at San Francisco of the five chief shipping companies concerned does not come as a surprise. It has been known for some time that the question has been under discussion by a conference comprising the Pacific Mail, the Canadian Pacific, the China Mail, the T.K.K. and the N.Y.K. Shipping Companies, and news of the decided increase was yesterday received by cable in the Colony. The various companies have for some time past suffered a depression in the demand for freight tonnage but the principal cause of the increase is the high cost of operation brought in by dearer coal and other disadvantages. Added to this are the increased charges in railway fares by the railroad companies with which the shipping companies are working under an arrangement, and the 20 per cent. increase comes as a natural consequence. It is a well-known fact that the American railway companies have been paying wages on a higher scale of late, and this has its effect in the operation costs.

The increase comes into operation on the 15th September, when first-class passengers who have been paying \$375 for a trip across the Pacific will pay an additional \$7. It is notified that passengers who have made deposits securing passages will be protected at the old fare for sailings up to 31st December, 1920, provided that the balance of passage moneys is paid by the 15th September.

## DAIRY FARM NEWS.

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|----------------|--------------------|
| Gruyere Cheese | - 80 cents per lb. |
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Steamers.

|                   |          |         |
|-------------------|----------|---------|
| Empress of Japan  | Sept. 14 | Oct. 5  |
| Empress of Asia   | Sept. 23 | Oct. 11 |
| Empress of Russia | Oct. 21  | Nov. 3  |
| Monteagle         | Oct. 26  | Nov. 19 |
| Empress of Japan  | Nov. 9   | Nov. 30 |
| Empress of Asia   | Nov. 18  | Dec. 6  |
| Empress of Russia | Dec. 16  | Jan. 3  |
| Monteagle         | Dec. 31  | Jan. 24 |
| Empress of Asia   | Jan. 13  | Jan. 31 |
| Empress of Japan  | Jan. 19  | Feb. 9  |
| Empress of Russia | Feb. 10  | Feb. 28 |

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and advise in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as indicated on the Pacific. Atlantic steamships can be arranged by letter or cable for all passengers to Europe. Through bills of lading issued to all ports, London and Antwerp. Through bills of lading issued to all ports, London and Antwerp. Through bills of lading issued to all ports, London and Antwerp.

For Freight and other information, please apply to  
**HONGKONG OFFICE.**  
Telephone 141. 5th Floor, Hotel Mansions.  
**CANADIAN PACIFIC OCEAN SERVICES.**

## PACIFIC SHIPPING.

## PACIFIC MAIL S.S. CO.

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Via Shanghai, Kobe, Yokohama & Honolulu.  
**THE SUNSHINE BELT**

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.  
SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels  
FOR SAN FRANCISCO.

S.S. "WEST CADDOA" August 31st, for San Francisco via Shanghai and Japan Ports.

## HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GILPEN" September 1st, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

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Cable Address "SOLANO."

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## DOLLAR LINE



SAILINGS FROM HONGKONG FOR  
NEW YORK VIA PANAMA.

STEAMERS.

SAILING DATE.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

## SAILING DATES.

EUROPE, U.S.A. ETC.

|               |              |          |
|---------------|--------------|----------|
| Nile          | C. M. Co.    | Aug. 28  |
| Ningchow      | B. L.        | Aug. 28  |
| C. of Spokane | P. & O.      | Aug. 28  |
| West Isen     | S. & D.      | Aug. 29  |
| Kanagawa      | M. N. Y. K.  | Aug. 30  |
| W. Caddoa     | P. S. Co.    | Aug. 30  |
| Tottori       | M. N. Y. K.  | E. Sept. |
| Tuba          | J. C. J. L.  | B. Sept. |
| Protasians    | B. & S.      | Sept. 1  |
| Borneo        | M. O. S. K.  | Sept. 2  |
| Bombay        | M. N. Y. K.  | Sept. 4  |
| Japan         | P. & O.      | Sept. 5  |
| Egmont        | C. D. & Co.  | Sept. 5  |
| Shinyo        | M. T. K. K.  | Sept. 6  |
| Talkhybus     | B. & S.      | Sept. 6  |
| Alps          | M. O. S. K.  | Sept. 7  |
| Delight       | P. W. Co.    | Sept. 8  |
| Chicago       | M. O. S. K.  | Sept. 9  |
| Wawalona      | P. S. Co.    | Sept. 9  |
| Kaga          | M. N. Y. K.  | Sept. 9  |
| Kansas        | R. L.        | Sept. 10 |
| Birmingham    | C. R. L.     | Sept. 10 |
| Fushimi       | M. N. Y. K.  | Sept. 11 |
| Jeyapore      | P. & O.      | Sept. 11 |
| Egmont        | C. D. N. Co. | Sept. 12 |
| Brave Coeur   | S. & D.      | Sept. 14 |
| E. of Japan   | C. P. O. S.  | Sept. 14 |
| Vinita        | L. A. Co.    | Sept. 15 |
| Basterling    | P. S. Co.    | Sept. 15 |
| Cape May      | P. S. Co.    | Sept. 15 |
| Montague      | P. S. Co.    | Sept. 15 |
| Deuel         | S. & D.      | Sept. 16 |
| Melville      | D. R. D. Co. | Sept. 17 |
| Khiva         | P. & O.      | Sept. 17 |
| Yokohama      | M. N. Y. K.  | Sept. 17 |
| Sorazi        | B. L.        | Sept. 20 |
| C. of Dunkirk | B. L.        | Sept. 20 |
| Mentor        | B. & S.      | Sept. 21 |
| Kanawna       | P. & O.      | Sept. 22 |
| Tanyo         | M. N. Y. K.  | Sept. 22 |
| E. of Asia    | C. P. O. S.  | Sept. 23 |
| West Himrod   | S. & D.      | Sept. 24 |
| Atlas         | M. O. S. K.  | Sept. 25 |
| Changsha      | B. & S.      | Sept. 27 |

JAPAN, COAST PORTS, ETC.

|             |             |          |
|-------------|-------------|----------|
| Siam        | M. O. S. K. | Aug. 28  |
| Tatomi      | M. N. Y. K. | Aug. 28  |
| Teian       | B. & S.     | Aug. 28  |
| Tijpanas    | J. C. J. L. | Aug. 28  |
| Easten      | P. & O.     | Aug. 29  |
| Hopsang     | J. M. Co.   | Aug. 29  |
| Taming      | B. & S.     | Aug. 31  |
| Tangshing   | J. M. Co.   | Aug. 31  |
| Chekiang    | B. & S.     | Aug. 31  |
| Luchow      | B. & S.     | Aug. 31  |
| Ceylon      | M. N. Y. K. | Aug. 31  |
| Cheongshing | J. M. Co.   | Sept. 1  |
| G. Apar     | P. & O.     | Sept. 1  |
| Loksang     | J. M. Co.   | Sept. 1  |
| L. Gilpen   | P. M. Co.   | Sept. 1  |
| Pilwara     | P. & O.     | Sept. 1  |
| Kneichow    | B. & S.     | Sept. 2  |
| Fookwang    | J. M. Co.   | Sept. 2  |
| Shisen      | M. O. S. K. | Sept. 2  |
| Sinkiang    | B. & S.     | Sept. 2  |
| Fooshing    | J. M. Co.   | Sept. 2  |
| Haihong     | J. M. Co.   | Sept. 3  |
| Loongsang   | J. M. Co.   | Sept. 3  |
| Yingchow    | B. & S.     | Sept. 4  |
| Innsbruck   | D. & Co.    | Sept. 5  |
| Tpkini      | J. C. J. L. | Sept. 6  |
| Kanowna     | P. & O.     | Sept. 7  |
| Samarang    | M. D. & Co. | Sept. 7  |
| Haiching    | D. L. Co.   | Sept. 7  |
| Mishima     | M. N. Y. K. | Sept. 9  |
| Namsang     | J. M. Co.   | Sept. 9  |
| Sosho       | M. O. S. K. | Sept. 9  |
| Riojun      | M. D. & Co. | Sept. 14 |
| Tijbodas    | J. C. J. L. | Sept. 14 |
| Tijsondori  | J. C. J. L. | Sept. 14 |
| Tijboet     | J. C. J. L. | Sept. 14 |
| Taian       | M. N. Y. K. | Sept. 15 |
| Borneo      | M. D. & Co. | Sept. 16 |
| Bengkalis   | J. C. J. L. | Sept. 17 |
| Nikko       | M. N. Y. K. | Sept. 18 |
| Tjimanoeck  | J. C. J. L. | Sept. 18 |
| Kinkiang    | B. & S.     | Sept. 30 |
| Yotorofu    | M. N. Y. K. | Sept. 31 |

## SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.

Tel. 795 &amp; 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG  
SINGAPORE

\$

SAIGON  
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM  
THE ABOVE NAMED PORTS  
NEXT SAILING

U.S.S.B. "LAKE FARRAR"

Sailing on September 1st.

Operated on behalf of U. S. S. F. Emergency Fleet  
Corporation. Through B/L issued to any port or  
common point destination in America or Canada.

For particulars and bookings apply to—

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.



TRANS-PACIFIC FREIGHT SERVICE.  
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CITY OF SPokane" ... About Aug. 28th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WAWALONA" ... About Sept. 9th.

"MONTAGUE" ... About Sept. 15th.

For SEATTLE.

"ICONIUM" ... About Oct. 6th.

Through Bills of Lading issued to ORELAND Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 &amp; 2475

5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES.

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Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,

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5th floor

Hotel Mansions.

## LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

|                  |          |                  |          |
|------------------|----------|------------------|----------|
| Due Inwards      | About    | Sailing          | About    |
| S.S. VINITA      | Sept. 12 | S.S. VINITA      | Sept. 15 |
| S.S. WEST HIXTON | Oct. 7   | S.S. WEST HIXTON | Oct. 10  |

Through Bills of Lading to all U.S. and CANADIAN OVER-  
LAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern  
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HEAD OFFICES:

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HONGKONG OFFICE:

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CHAS. E. RICHARDSON,

General Agent for South China.

## CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU

"NANKING" "NILE" "CHINA"

August 28th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

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Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. &amp; Agent. 2161.

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Operating for Eastern services or account of the  
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ALSO

Amalgamated with  
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,  
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Operating Baltimore via Panama Service to the Far East.

To SEATTLE & SAN FRANCISCO.

"WEST ISON" ... 28th August.

"WEST HIMROD" ... 24th September.

To SAN FRANCISCO DIRECT.

"BRAVE COEUR" ... 14th September.

To CUBA.

"CHIRCHUNG" ... 15th September.

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HONGKONG OFFICE—1st Floor, Powell's Building, 12, Des Voeux Rd., Tel. 3205.

## PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at  
Owners option.

For freight and further particulars, apply to

SHEWAN TOMES &amp; CO.

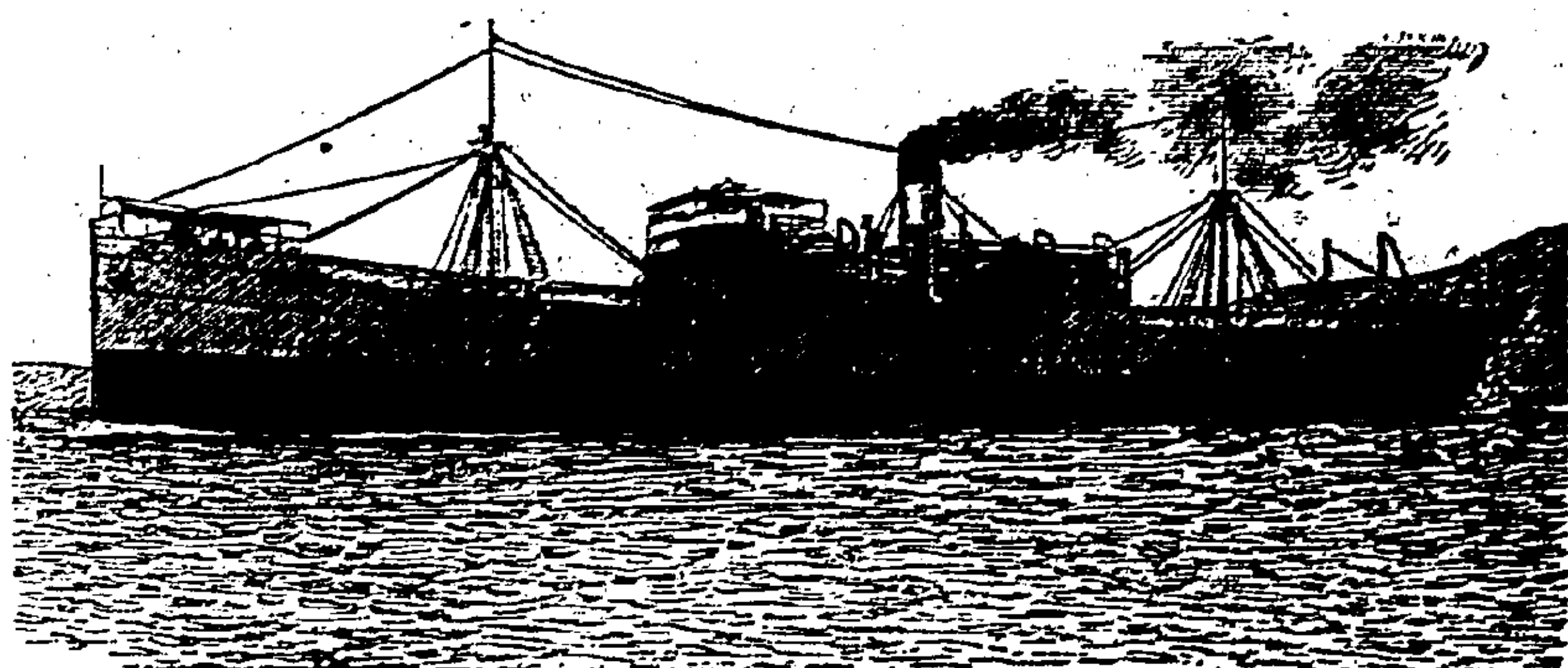
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Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;  
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S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. H. DYER, B.S.C. M.I.N.A. LOWLOON DOCK HONGKONG



Shipping to Europe, Australia, and other Ports.

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STRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRIPUR, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

| S.S.    | Tons  | From Hong-kong (about) | Destination                     |
|---------|-------|------------------------|---------------------------------|
| KHIVA   | 9,000 | 17th Sept.             | Marseilles, London and Antwerp. |
| JEPPORE | 3,200 | 11th Sept.             |                                 |
| NANKIN  | 6,900 | 6th Oct.               |                                 |

**BRITISH INDIA-APCAR SAILINGS (South)**

|         |       |           |                           |
|---------|-------|-----------|---------------------------|
| JAPAN   | 6,100 | 5th Sept. | Straits, Rangoon & Ceylon |
| KASHGAR | 8,900 | 25th Oct. | Straits, Rangoon & Ceylon |

**EASTERN & AUSTRALIAN SAILINGS (South)**

|         |       |            |                                                                                |
|---------|-------|------------|--------------------------------------------------------------------------------|
| KANOWNA | 7,000 | 25th Sept. | Sandakan, Thureway Island, Cairns, Townsville, Brisbane, Sydney and Melbourne. |
|---------|-------|------------|--------------------------------------------------------------------------------|

**SAILINGS TO SHANGHAI & JAPAN.**

|          |       |                |                   |
|----------|-------|----------------|-------------------|
| DILWARA  | 4,500 | 1st Sept. noon | Shanghai.         |
| G. APCAR | 4,500 | 1st Sept.      | Shanghai & Japan. |
| KANOWNA  | 7,000 | 7th Sept.      | Kobe only.        |
| NANKIN   | 6,900 | 8th Sept.      | Shanghai & Japan. |
| A. APCAR | 4,900 | 11th Sept.     | Shanghai & Japan. |

**WIRELESS ON ALL STEAMERS.**

Parcels Mailing not more than 50 lbs. X 11 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

**MACKINNON, MACKENZIE & CO.**

21, Des Voeux Road Central. Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Kiang, Manila, S'hai &amp; Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMI MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

KATORI MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

TADAMA MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

KAGA MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

YOKOHAMA MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES &amp; LIVERPOOL via S'pore, C'ho, Suez &amp; Port Said.

TOKYO MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

NIKKO MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

NEW YORK via Suez Canal.

SOUTH AMERICAN PORTS via S'pore, Rangoon, Calcutta &amp; Cape.

BOMBAY &amp; COLOMBO via Singapore.

TAIAN MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

CEYLON MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

BOMBAY MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOKYO MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

YETOROFU MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

MISHIMA MARU (Returning Manila) Sat. 11th Sept. at 11 a.m.

For further information apply to

**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293.

S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

**JAVA, CHINA and JAPAN.**

| Steamer   | From   | Expected on or about | Will leave on or about | For       |
|-----------|--------|----------------------|------------------------|-----------|
| Tjikini   | Amoy   | 1st Sept.            | 6th Sept.              | Java.     |
| Tjibodas  | Java   | 9th Sept.            | 14th Sept.             | Shanghai. |
| Tjimanock | Java   | 13th Sept.           | 18th Sept.             | Yokohama. |
| Tjilboet  | Japan  | 12th Sept.           | 14th Sept.             | Java.     |
| Bengkalis | Manila | 14th Sept.           | 17th Sept.             | Java.     |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

**ALSO OPERATING****JAVA PACIFIC LIJN.**

NEXT SAILING.

| Steamer  | From | Expected on or about | Will leave on or about | For            |
|----------|------|----------------------|------------------------|----------------|
| Tjibodas | Java | 27th Aug.            | 14th Sept.             | San Francisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1474.

Yokohama Buildings.

Shipping to Europe, Australia, and other Ports.

**O. S. K.****OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" (Call Marseilles) 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" (Call Marseilles) Thursday, 9th September.

"CANDA MARU" (Call Marseilles) 2nd November.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"LEON MARU" (Call Marseilles) Saturday, 25th Aug.

"SIAM MARU" (Call Marseilles) Saturday, 25th Aug.

SAIGON, BANGKOK, &amp; SINGAPORE—Regular Monthly Service.

"SHISEN MARU" (Call Marseilles) Thursday, 2nd Sept.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" (Call Marseilles) Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

"ARABIA MARU" (Call Marseilles) Monday, 27th Sept.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" (Call Marseilles) Thursday, 9th Sept.

JAPAN PORTS—Mori, Kobe, Yokkaichi &amp; Yokohama.

"MADRAS MARU" (Call Marseilles) Monday, 30th Aug.

NEW ORLEANS LINE.

"BORNEO MARU" (Call Marseilles) Thursday, 2nd Sept.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" (Call Marseilles) Sunday, 29th Aug. at noon.

TAKAO via SWATOW &amp; AMOY.

"SOSHU MARU" (Call Marseilles) Thursday, 9th September.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|----------|---------------------------------|-------------------------------|
| CHANGSHA | 21st Sept.                      | 27th Sept.                    |

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 35.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS****UNITED KINGDOM AND CONTINENT.**

| For    | Steamer | Sailing    |
|--------|---------|------------|
| LONDON | "KANAS" | 10th Sept. |
| LONDON | "SWAZI" | 20th Sept. |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton

General Agents.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK

**S.S. "EGREMONT CASTLE"**

VIA SUEZ CANAL

Sailing on or about 10th September.

**LYDD TRIESTINO.**

FOR SHANGHAI &amp; JAPAN.

S.S. "HUNGARIA" Sailing on or about 2nd September.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 5th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

For JAYA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 5th Sept.

S.S. "RIOJUN M." sailing on or about 14th Sept.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in connection with the Indo-China Steam Navigation Co., Ltd., and Apco Lines.

For Freight or Passage on any of the Above Lines apply to

**DODWELL & CO., LTD.** Agents.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| Destination             | Steamer     | Sailing                     |
|-------------------------|-------------|-----------------------------|
| SHANGHAI via Swatow     | Hopsang     | Sun. 29th Aug. at d'light.  |
| TIENSIN via Chefoo      | Cheongshing | Wed. 1st Sept. at d'light.  |
| HAIPHONG via Hoibow     | Loksang     | Wed. 1st Sept. at 8 a.m.    |
| STRAITS & Java via Amoy | Fookshing   | Thur. 2nd Sept. at d'light. |
| KOBE                    | Fookshing   | Thur. 2nd Sept. at 5 p.m.   |
| MANILA                  | Loosang     | Fri. 3rd Sept. at 3 p.m.    |
| STRAITS & Calcutta      | Namsang     | Thur. 9th Sept. at 3 p.m.   |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

**CALCUTTA LINE.**

S.S. "NAMSANG" will be despatched on 9th Sept., at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM &amp; MADRAS.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamers | To Sail              |
|-----------------------|----------|----------------------|
| HONGKONG              | Yunnan   | 29th Aug. at 7 a.m.  |
| MANILA & ILOILO       | Kukiang  | 30th Aug. at 10 p.m. |
| MANILA, CEBU & ILOILO | Taming   | 31st Aug. at 10 a.m. |
| AMOY & SHANGHAI       | Chetiang | 31st Aug. at 10 a.m. |
| SWATOW & BANGKOK      | Luchow   | 31st Aug. at noon.   |
| SHANGHAI              | Sinkiang | 2nd Sept. at noon.   |
| WWEI, C'FOO & TIENSIN | Kueichow | 3rd Sept. at 3 p.m.  |
| SHANGHAI & TSINGTAO   | Yingchow | 4th Sept. at 4 p.m.  |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landings in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Telephone No. 35.

Hongkong Aug. 23, 1920.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG &amp; SOUTH-CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

| Steamships. | Captain        | Leaving                   |
|-------------|----------------|---------------------------|
| Haikong     | J. S. Thomson  | TUES. 31st Aug. at 2 p.m. |
| Haikong     | W. C. Passmore | FRI. 3rd Sept. at 2 p.m.  |
| Haikong     | A. H. Stewart  | TUES. 7th Sept. at 2 p.m. |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd. &amp; China Mutual S. S. Co., Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

| Sailings from Hongkong | via Suez | 29th Aug.  |
|------------------------|----------|------------|
| NINGBOH                | via Suez | 10th Sept. |
| HONGKONG CITY          | via Suez | 20th Sept. |
| CITY OF DUNKERK        | via Suez | 1st Oct.   |
| ALAK                   | via Suez |            |

Calling also at Boston. Steamers proceed direct to China, Japan, Korea, etc. Subject to change without notice. For freight and passage apply to

**BUTTERFIELD & SWIRE & THE BANK LINE, LTD.****MOVEMENTS ON STEAMERS.**

The N. Y. K. s.s. YETOROFU (Bombay Line) left Bombay for this port direct on the 13th August and is expected here on the 30th August.

The N. Y. K. s.s. FUSHIMI (American Line) left Kobe for this port via Nagasaki, Shanghai, Manila on the 22nd August and is expected here on the 3rd Sept.

The s.s. NINGCHOW (Blue Funnel Line) left Kuchinotzu on 25th inst. for New York via Hongkong. Vessel is due here on 29th inst. and will sail, as above, on 30th inst. at p.m.

The Robert Dollar Company's U.S.S. LAKE ONAWA (Coast Service) left Saigon on August 25th and is due in Hongkong August 30th.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 13th, and is due in Hongkong September 25th.

The Dollar Line Company's s.s. MELVILLE DOLLAR, left Vancouver on August 12th and is due in Hongkong Sept. 15th.

The N. Y. K. s.s. CEYLON M. (Calcutta Line) left Muz for this port on the 25th August and is expected here on the 30th Aug.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The Dollar Line Company's s.s. GRACE DOLLAR (New York Line) left Manila on Aug. 26th at 6 p.m. and is due in Hongkong Aug. 29th at 6 p.m.

The s.s. POTESILAUS (Blue Funnel Line) left Shanghai on 27th inst. for London, Amsterdam and Hamburg via Hongkong. Vessel is due here on 30th inst. and will sail, as above, on 1st prox. at noon.

The s.s. EURYPYLUS (Blue Funnel Line) left Singapore on 26th inst. for Hongkong and is due here on 31st inst.

The s.s. TATHYBIUS (Blue Funnel Line) left Singapore on 26th inst. for Hongkong and is due here on 31st inst.

The s.s. Kt. of the GARTER (Blue Funnel Line) left Singapore on 27th inst. for Hongkong and is due here on 2nd September.

The American & Manchurian Line s.s. KANSAS, from New York, left Iloilo on the 27th inst. and is due to arrive in Hongkong on the 31st instant.



## TO-DAY'S PICTURES.



ALLIED LEADERS.

French and British delegates to the conference which took place recently at Boulogne. Left to right:—Lord Curzon, Mr. Lloyd George, Field Marshal Sir Henry Wilson, Marshal Foch and General Weygand.



BRITISH LABOURITES.

Mr. Tom Shaw (left) and Mr. Ben Turner, photographed on their return from Russia.

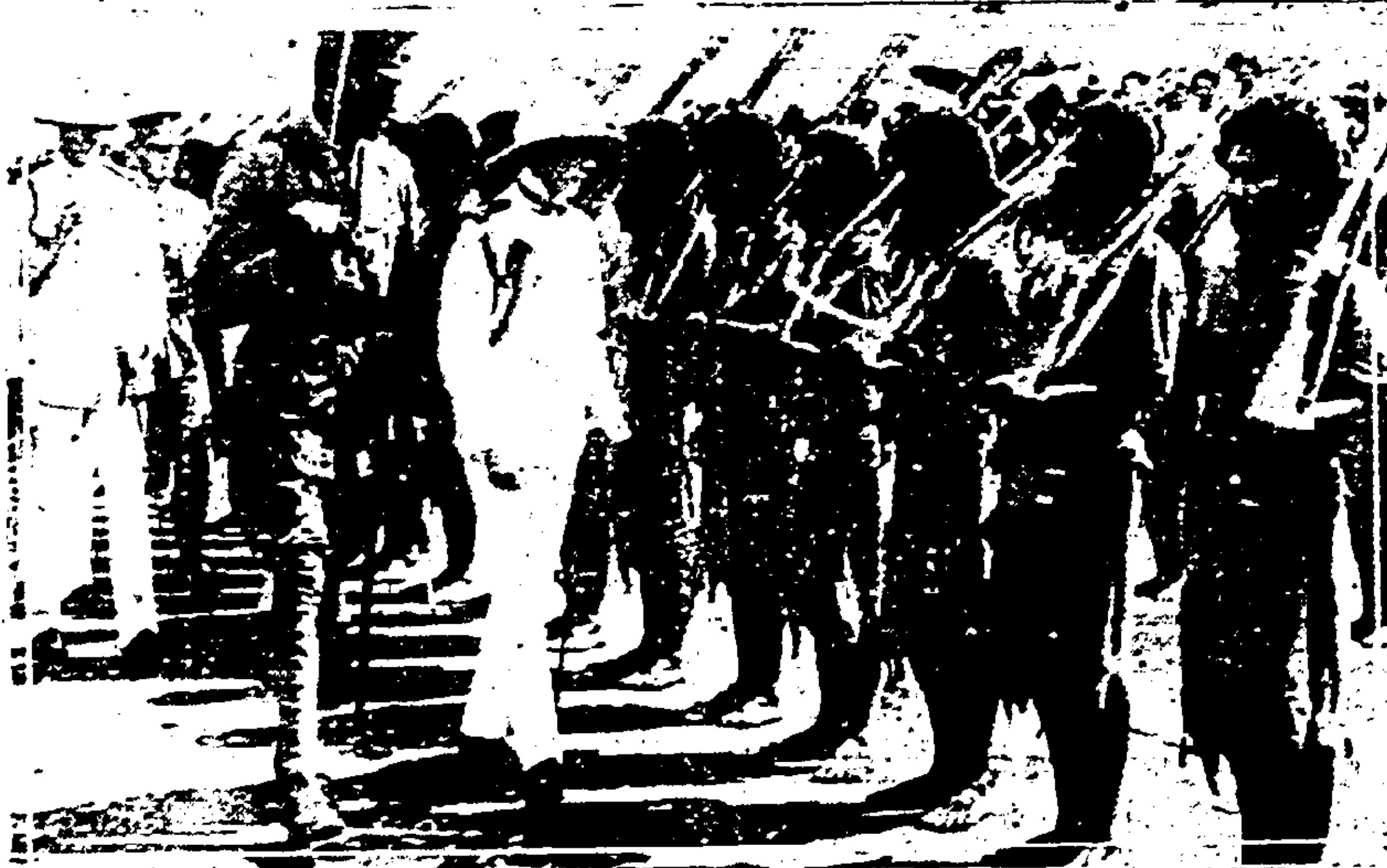


PEACE WITH TURKEY.

Above, Damad Ferid Pascha (Grand Vizier) is seen arriving at Paris to sign the Peace Treaty.



W. T. TILDEN,  
the world's lawn tennis  
champion.



PRINCE OF WALES IN THE FIJI ISLANDS.

The Prince of Wales inspects the Guard of Honour furnished by the Fiji constabulary at Suva, Fiji Islands.



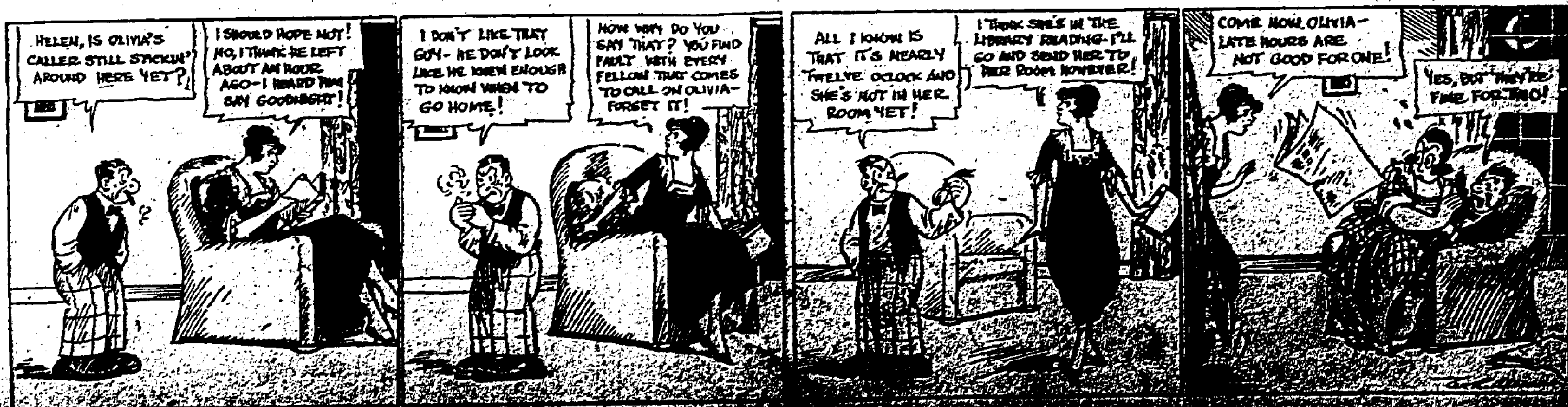
"DOUG" AND MARY.

Douglas Fairbanks and Mary Pickford being welcomed by the Mayor of Southampton.

## DOINGS OF THE DUFFS.

## Olivia's Friend Is Quite the Cut-Up.

BY ALLMAN.





# PICTORIAL SUPPLEMENT.



Photo: Mrs. Cheong.

Group taken at the wedding of Mr. G. H. Elliott and Miss A. M. Pegden at the Peak Church.



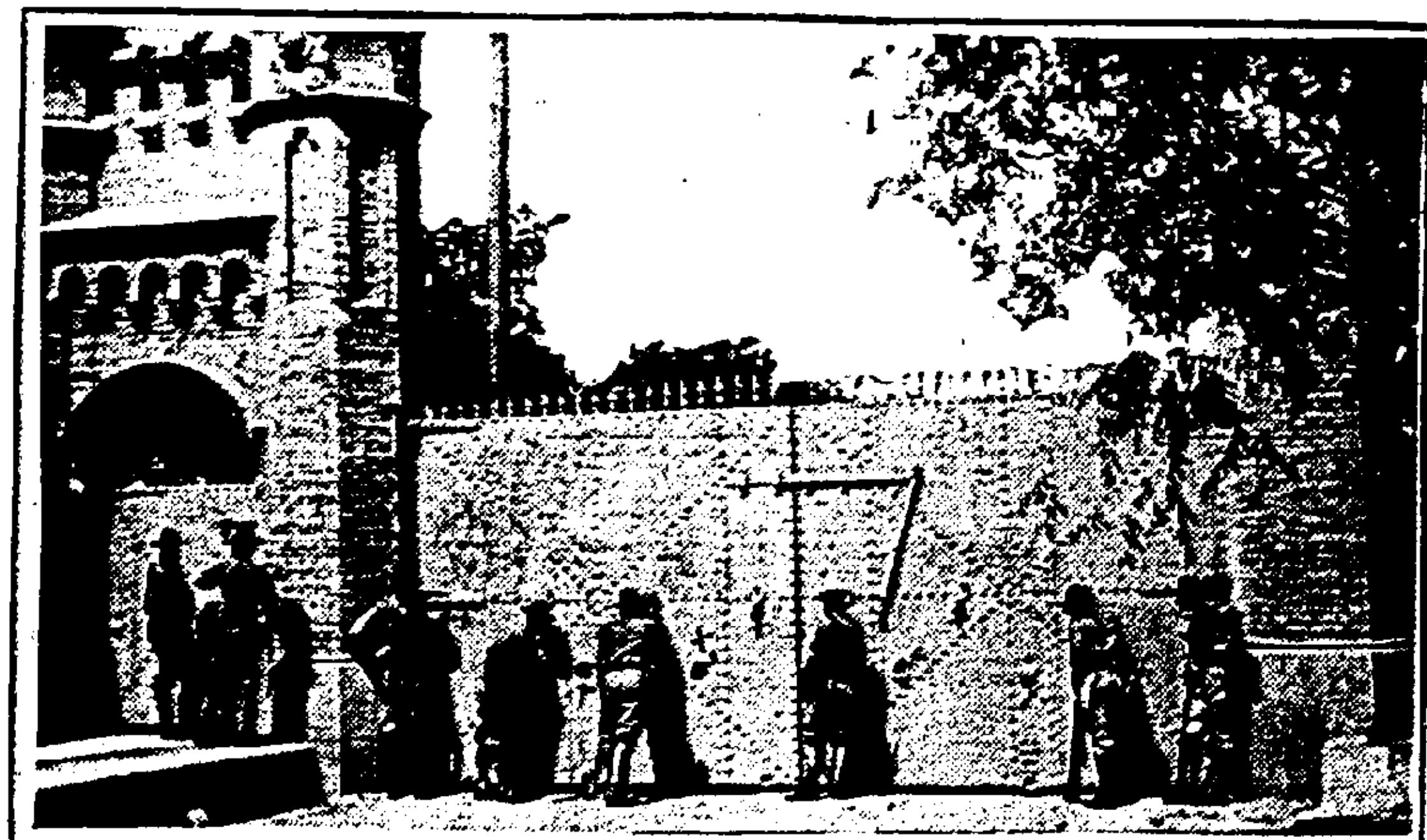
Photo: Mrs. Cheong.

The Elliott-Pegden wedding—the bride and bridegroom.



Photo: Mrs. Cheong.

"D" Co. Wiltshire Battalion, winners of the Regimental Cricket Shield.



American marine guards on duty at the Legation in Peking.



Photo: Tientsin Times.

General Wu Pei-fu, a prominent figure in the recent fighting in the North.



Courtesy: Canton Times.

Dinner given by Chinese residents in San Francisco to Mr. C. R. Crane, the U.S. Minister to China.



## NOTICES.

## AMERICAN EXPRESS COMPANY.

Established  
America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

## WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

## Foreign Offices.

ANTWERP  
BARCELONA  
BERLIN  
BORDEAUX  
BREMEN  
BRUSSELS  
BUENOS AIRES  
CHRISTIANIA  
COBLENZ  
COPENHAGEN  
GENOA

GLASGOW  
HAMBURG  
HAYRE  
KOBÉ  
LIVERPOOL  
LONDON  
LUCERNE  
MANILA  
MARSEILLES  
MONTREAL  
NAPLES

NICE  
PARIS  
PETROGRAD  
ROTTERDAM  
ROME  
SOUTHAMPTON  
SHANGHAI  
STOCKHOLM  
TORONTO  
VALPARISO  
YOKOHAMA

## In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO  
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL  
PRINCIPAL CITIES AND PORTS OF THE  
COMMERCIAL WORLD.

## OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.  
Advice on Packing, Shipping Routes, Foreign Custom  
Requirements.  
Credit Information, Market and Trade Reports.  
Financing of Imports and Exports  
Issuance of Drafts, Money Orders, Travelers Cheques, and  
Letters of Credit.  
Bills of Exchange negotiated and collected.  
Mail and Cable Payments effected.  
Commercial, Time and Savings Deposits received in local  
currency, Pounds Sterling, United States Dollars,  
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON.

MANAGER.  
Hongkong.

## SHIPPING.

## THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP &amp; ROTTERDAM.

## S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

## THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor  
Hotel Mansions.

## CANADIAN PACIFIC OCEAN SERVICES,

LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

## S. S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT  
THE 31st AUGUST.Through Bills of Lading issued to Canadian and  
U. S. Overland points.

For space and further particulars, apply to:—

P. A. COX,

Acting General Agent,  
C. P. O. S. Ltd.

## WATER RETURN.

Level and Storage of water in  
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER  
WORKS LEVEL.

|             | 1919                   | 1920                   |
|-------------|------------------------|------------------------|
| Tytam ..... | Level with<br>overflow | 2-18 Above<br>overflow |
| Tytam ..... | Level with<br>overflow | 2-10 Above<br>overflow |
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STORAGE IN MILLIONS AND  
DECIMALS OF GALLONS.

|                    | 1919     | 1920     |
|--------------------|----------|----------|
| Tyram              | 354.43   | 391.96   |
| Tyram Bazaar       | 22.37    | 21.53    |
| Tyram Intermediate | 196.80   | 196.99   |
| Tyram Tuk          | 1,418.00 | 1,419.00 |
| Wong-mee-chung     | 28.51    | 37.80    |
| Pok-tung           | 53.82    | 53.02    |
| Total              | 2,112.93 | 2,119.26 |

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

|                              |                         |         |
|------------------------------|-------------------------|---------|
| Estimated population         | 275,000                 | 275,000 |
| Consumption per head per day | 25.3                    | 19.2    |
| Constant supply              | in all districts during |         |

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

|             | 1919     | 1920     |
|-------------|----------|----------|
| Keweenaw    | Level    | Level    |
| Grasshopper | with     | with     |
| Freeport    | overflow | overflow |

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

| Reservoirs - I                                                                               |      |
|----------------------------------------------------------------------------------------------|------|
| Consumption of water in Kootenai in millions and tenths of gallons during the month of July. |      |
| 1919                                                                                         | 1920 |

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

A. H. HOLLINGSWORTH.  
 Water Analyst.

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

THE GREAT NORTHERN TELE-  
GRAPH COMPANY, LTD.

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

Laichunsang Tongtak, Station-  
ery Central Wellington Street,  
2) from Amoy.  
Palmtag Kramlin from Shang-

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

Limchingkee, from Amoy.  
Dashkoff Pacific Commercial  
Company Tob Isk, from Vlad-

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

Act. Superintendent.  
Hongkong, Aug. 26, 1920.

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

|                              |
|------------------------------|
| Collin, from Colombo.        |
| Lim, from Haiphong.          |
| Molven, from Walkervilleont. |

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

Superintendent.  
Hongkong, Aug. 26, 1920.

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

record—that of Mr. Leonard  
Boyne, the well-known actor—  
was proved recently. It consisted  
of simply 12 words, viz.: "I leave

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

away, Robinson, Devon.

---

**YOU CANNOT AFFORD T**

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

Infants and Dyspeptics; (3)  
INSECTICIDE the Best Fluid for  
Bugs, Flies and all other Insect  
JOHN CAHILL'S GOLDEN FLEE

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

SHU FUNG  
Sole Agents for Hongkong

Consumption of water in the City and Hill  
District in millions and decimals of gallons  
during the month of July.

| 1919       | 1920                   |
|------------|------------------------|
| City Water | Level with<br>overflow |
| City Water | Level with<br>overflow |
| City Water | Level with<br>overflow |
| City Water | Level with<br>overflow |
| City Water | Level with<br>overflow |
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| City Water | Level with<br>overflow |
| City Water | Level with<br>overflow |

## BANKS.

THE MERCANTILE BANK OF  
INDIA, LIMITED.Head Office 15, Broad Street,  
London, E. C. 4.Authorized Capital — £1,000,000  
Paid-up Capital — £1,000,000  
Reserve Fund — £1,000,000

## BANKERS.

The Bank of England.

The London Joint City &amp; Midland Bank, Ltd.

## BRANCHES.

Bombay Calcutta Colombo Hongkong

Kobe London Lyons Manila

Rangoon Shanghai Singapore

Sourabaya Yokohama

Every description of Banking and Exchange  
business transacted.Interest allowed on Current Accounts at 2 per  
cent per annum on Daily Balances, and on  
Fixed Deposits at rates which may be ascertained  
on application.

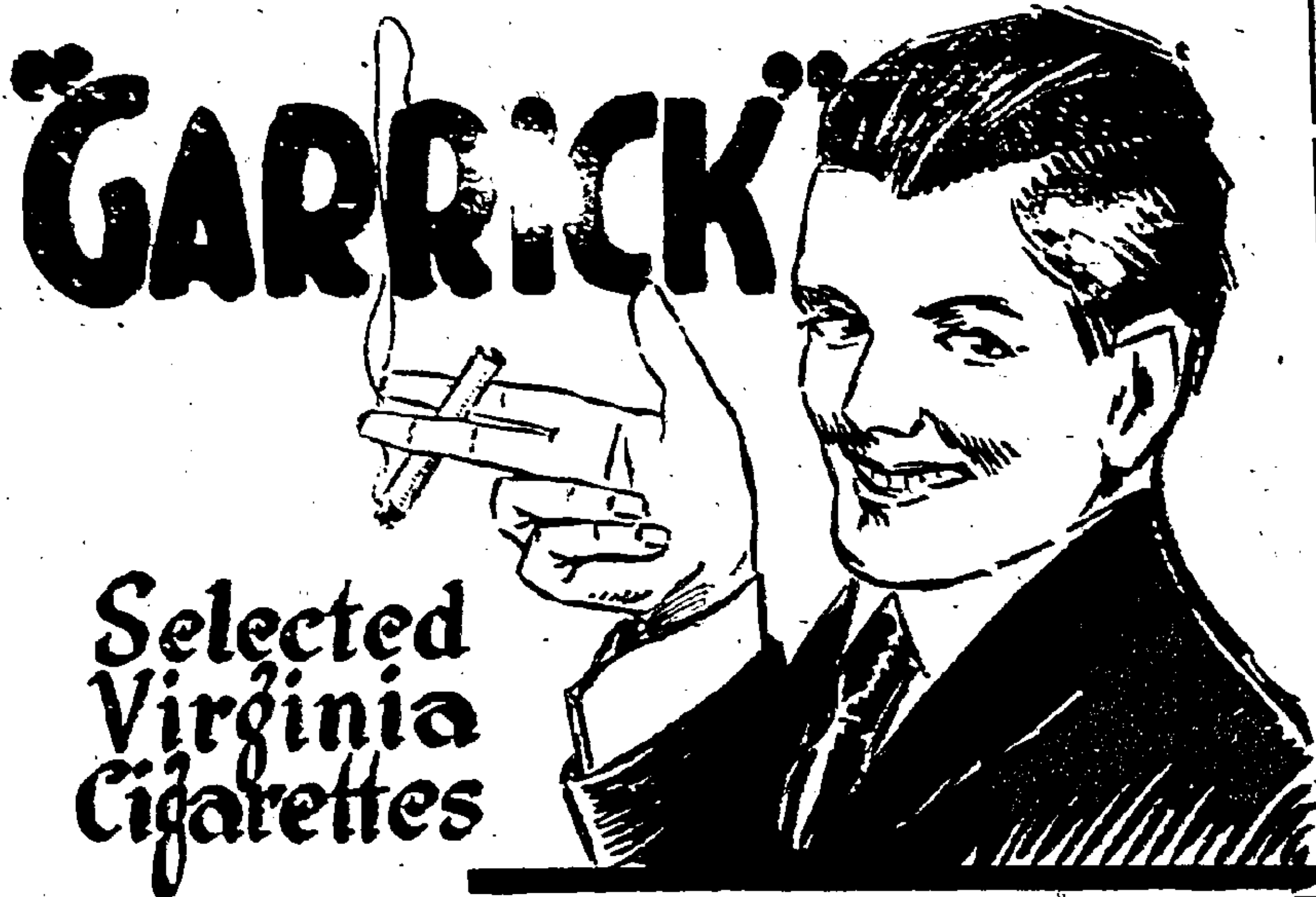
## N. C. WILSON,

Acting Manager.

Head Office: 12, Queen's Road Central,  
Hongkong, 7th July, 1919.The Industrial and  
Commercial Bank, Limited.Head Office: 4, Des Voeux Road, Central,  
Hongkong Branch: Rowland Commission.DOMESTIC & FOREIGN BANKING.  
SERVICE PROMPT.Current, Savings, and Fixed  
Deposits bear interest at Rates  
2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 42



## NOTICES.



**GARRICK**  
Selected  
Virginia  
Cigarettes

ARE MADE FROM THE HIGHEST  
COST AND MOST DELICATELY  
FLAVOURED

**TOBACCO**

GROWN IN VIRGINIA

SOLD IN AIR-TIGHT TINS OF  
50 CIGARETTES AND OBTAINABLE  
AT ALL TOBACCONISTS.



This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE  
QUOTATIONS.

## OFFICIAL PRICES

| Banks.            |     |
|-------------------|-----|
| H.K. & S. Bank    | 608 |
| Marine Insurance. |     |
| Canton            | 335 |
| North China       | 150 |
| Union             | 178 |
| Yangtze           | 23  |
| Far Eastern       | 20  |

| Fire Insurance. |     |
|-----------------|-----|
| China Fire      | 129 |
| H. K. Fire      | 318 |

| Shipping.          |       |
|--------------------|-------|
| Douglas            | 81    |
| H.K. Steamboat     | 224   |
| Indos (Pref.)      | 18    |
| Indos (Def.) L. R. | 210   |
| Shells             | 143   |
| Ferries            | 23-24 |

| Refineries. |     |
|-------------|-----|
| Sugars      | 224 |
| Malabons    | 55  |

| Mining.           |     |
|-------------------|-----|
| Kailans           | 100 |
| Langkats          | 154 |
| Shanghai Loans    | 154 |
| Shai Explorations | 130 |
| Rauks             | 35  |
| Tronohs           | 20  |
| Ural Caspians     | 20  |

| Docks, Wharves, Godowns, &c. |     |
|------------------------------|-----|
| H.K. Wharves                 | 85  |
| K. Docks                     | 150 |
| Shai Docks                   | 136 |
| N. Engineering               | 129 |

| Lands, Hotels & Buildings. |     |
|----------------------------|-----|
| Centrals                   | 103 |
| H.K. Hotels                | 129 |
| H.K. Lands                 | 111 |
| H'phreys Est.              | 785 |
| K'loon Lands               | 334 |
| L. Reclamations            | 140 |
| West Points                | 52  |

| Cotton Mills. |       |
|---------------|-------|
| K'wos         | 1.560 |
| Kung Yiks     | 1.52  |
| Lau Kung Mow  | 1.52  |
| Oriental      | 1.270 |
| Shai Cottons  | 1.270 |
| Yangtzeppoo   | 1.35  |

| Miscellaneous.  |      |
|-----------------|------|
| Cement          | 7.65 |
| China Borneo    | 7.65 |
| Do. Light. old  | 7.16 |
| China Provident | 21   |
| Dairy Farms     | 183  |
| Electric H.K.   | 30   |
| Electric Macao  | 204  |
| Hongkong Ropes  | 62   |
| Hk. Tramways    | 610  |
| Peak Trams, old | 60   |
| Do. new         | 45   |
| Steam Laundries | 10   |
| Steel Foundries | 144  |
| Water-works     | 630  |
| Watsons         | 124  |
| Wm. Powells     | 35   |
| Wisemans        | 115  |
| Bk. East Asia   | 115  |

## Hongkong, Aug. 27, 1920.

| TIDE TABLE.             |                                 |
|-------------------------|---------------------------------|
| 23rd to 29th Aug. 1920. |                                 |
| Time                    | Water                           |
| Mon. 23                 | High Water 4.12, Low Water 1.12 |
| Tues. 24                | High Water 4.12, Low Water 1.12 |
| Wed. 25                 | High Water 4.12, Low Water 1.12 |
| Thur. 26                | High Water 4.12, Low Water 1.12 |
| Fri. 27                 | High Water 4.12, Low Water 1.12 |
| Sat. 28                 | High Water 4.12, Low Water 1.12 |
| Sun. 29                 | High Water 4.12, Low Water 1.12 |

m morning, a afternoon.

## EXCHANGE.

(Opening Rate, closing Rate  
on Page 11.)

| SELLING.          |         |
|-------------------|---------|
| T/T Demand        | 4/34    |
| 30 d/s Demand     | 4/34    |
| 60 d/s Demand     | 4/34    |
| 4 m/s Demand      | 4/34    |
| T/T Shanghai      | Nom.    |
| T/T Singapore     | Nom.    |
| T/T Japan         | 151 1/2 |
| T/T India         | Nom.    |
| Demand, India     | Nom.    |
| T/T San Francisco | 77 1/2  |
| & New York        | 77 1/2  |
| T/T Batavia       | 228     |
| T/T Marks         | Nom.    |
| T/T France        | 11 1/2  |
| Demand, Paris     | 11 1/2  |

| BUYING.                         |           |
|---------------------------------|-----------|
| 4 m/s L/C                       | 4/53 1/2  |
| 4 m/s D/P                       | 4/53 1/2  |
| 6 m/s L/C                       | 4/53 1/2  |
| 30 d/s Sydney and Melbourne     | 4/53 1/2  |
| 30 d/s San Francisco & New York | 79        |
| 4 m/s Marks                     | Nom.      |
| 4 m/s France                    | 11 7/8    |
| 6 m/s France                    | 11 9/8    |
| Demand, Germany                 | 11 7/8    |
| Demand, New York                | 79 1/2    |
| T/T Bombay                      | Nom.      |
| Demand, Bombay                  | Nom.      |
| T/T Calcutta                    | Nom.      |
| Demand, Calcutta                | Nom.      |
| Demand, Manila                  | 168 Nom.  |
| Demand, Singapore               | 185       |
| On Haiphong                     | Nom.      |
| On Saigon                       | Nom.      |
| On Bangkok                      | 49        |
| Sovereign                       | 4.55 Nom. |
| Gold leaf per Tael              | 34.40     |
| Bar Silver, ready               | 61        |
| forward                         | 60 1/2    |
| Bank of England rates           | 7 1/2     |
| New York/London                 | 3.58      |

## SUBSIDIARY COINS.

|                       |               |
|-----------------------|---------------|
| H'kong 50 cts. pieces | \$1/10 dis.   |
| 10 "                  | \$1/10 dis.   |
| 5 "                   | \$3/3 dis.    |
| Canton subcoins       | \$11 1/2 dis. |

## NOTICES.



**MITSUBISHI SHOH  
KAISHA, LTD.**

(MITSUBISHI TRADING CO. LTD.)  
COAL, GENERAL IMPORTS AND  
EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF  
KAWASAKI, OCHI, MUTSU, KINSHU,  
YOSHIMOTO, NAGAO, HAMAMATSU, SAITO,  
SHINKEI, KAWA, KAWAMATSU, SHIN,  
AND OTSUKI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTA-  
TIVES:—NAGASAKI, KATATSU,  
WAKAMATSU, MOJI, KURE, KOBE,  
OSAKA, TSUBUGA, NAGOYA,  
YOKOHAMA, TOKYO, HAKODATE,  
MURORA, OTABU, VLADIVOS-  
TOK, PEKING, TIENTSIN, DAIKIN,  
TUNGTAO, TSINANFU, HANKOW,  
SHANGHAI, HONGKONG, CANTON,  
MANILA, SINGAPORE, SOERABAYA,  
LONDON, PARIS, NEW YORK &  
SEATTLE.

Cable Address:—"IWASAKISA"  
Codes:—AL, A.B.C. 5TH ED.,  
Western Union and Bentley.

AGENCY FOR—THE MITSUBISHI  
MARINE AND FIRE INSURANCE  
CO.

THE OSAKA MARINE & FIRE  
INSURANCE CO.

For Particulars Apply to:—  
S. KOMURA, Manager.  
No. 14, Pedder Street Hongkong

## ENTERTAINMENTS.

Pat. No. 1743. **CORONET** Pat. No. 1743.

TO-NIGHT TILL SUNDAY.  
**SYLVIA BREMER**

IN  
"RESPECTABLE BY PROXY"

"RED HOT HOTTENTOTS."

**PATHE NEWS.**

## HONGKONG THEATRE

TO-NIGHT! TO-NIGHT!

**William Desmond**

"FLYING COLORS"

a most interesting drama in five parts.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL.

HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

J. H. TAGGART,  
Manager.

## KING EDWARD HOTEL

CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"  
J. WINGFIELD,  
Manager.

## THE PEAK HOTEL.

1,800 FEET ABOVE SEA LEVEL  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF  
MRS. BLAIR.

## THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Peak and Central  
District. 43 Bedrooms. Excellent Cuisine. Surprisingly Clean. Moderate  
Terms. Monthly and Family Rates on application to the Proprietors.

Hotel Launch Meets all Steamers.

Telephone 812. MRS. F. E. CAMERON.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL, MID-LEVEL.

CHAIGHURST HOTEL, THE PEAK.

KNUTSFORD HOTEL, KOWLOON.

SACRE LEMORE HOTEL, KOWLOON.

## POST OFFICE.

Registered and Parcel Mails are  
closed 15 minutes earlier than the  
time given below unless other-  
wise stated, and where mails are  
advertised to close at or before  
9 a.m. registered and parcel mails  
are closed at 5 p.m. on the pre-  
vious day.

## INWARD MAILS.

Japan—Per CEYLON M., 30th  
Aug.  
Bombay—Per YETOROFU M.,  
30th Aug.  
Shanghai—Per SINKIANG, 30th  
Aug.  
Japan—Per FUSHIMI M., 3rd  
Sept.  
Straits—Per DAKAR M., 5th  
Sept.  
Straits—Per MISHIMA M., 8th  
Sept.

## OUTWARD MAILS.

TO-MORROW.  
\*Swatow, \*Amoy and Formosa  
via Keelung—Per KAIJO  
M., 29th Aug., 9 a.m.  
MONDAY, 30th AUG.  
Swatow—Per HYDRANGEA,  
30th Aug., 4 p.m.  
Fort Bayard—Per WA SUN,  
30th Aug., 2 p.m.  
Philippine Is.—Per KINKIANG,  
30th Aug., 9 a.m.

TUESDAY, 31st AUG.  
Saigon—Per TELEMACHUS,  
31st Aug., 9 a.m.  
\*Philippine Is.—Per TAMING,  
31st Aug., 9 a.m.  
Amoy, \*Shanghai & North China  
—Per CHEKIANG, 31st  
Aug., 9 a.m.  
\*Swatow and \*Bangkok—Per  
LUCHOW, 31st Aug., 11  
a.m.  
Swatow, Amoy and Fuchow  
—Per HAILONG, 31st Aug.,  
11 a.m.

## WEDNESDAY, 1st SEPT.

Shanghai and North China—Per  
DILWARA, 1st Sept., 11  
a.m.

## THURSDAY, 2nd SEPT.

Shanghai and North China—Per  
SINKIANG, 2nd Sept., 11  
a.m.

## FRIDAY 3RD SEPT.

Philippine Islands—Per LOONG  
SANG, 3rd Sept., 2 p.m.

Weihaiwei, Chefoo & Tientsin—  
Per KUEICHOW, 3rd Sept.,  
2 p.m.

Swatow, Amoy & Fuchow—Per  
HAICHONG, 3rd Sept., 1 p.m.

## SATURDAY, 4th SEPT.

Shanghai and North China—Per  
YING CHOW, 4th Sept., 3  
p.m.

## MONDAY, 5th SEPT.

Shanghai, N. C. Japan via Naga-  
saki, Honolulu, Canada,  
United States, Central and S.  
American & \*Europe via San  
Francisco—Per SHINYO M.,  
5th Sept., Reg. 9.45 a.m.

Letters 10.30 a.m.

## TUESDAY, 7th SEPT.

Swatow, Amoy and Fuchow—  
Per HAICHONG, 7th Sept.,  
1 p.m.

## THURSDAY, 9th SEPT.

Japan via Moji, Honolulu and  
\*San Francisco—Per ANYO  
M., 9th Sept., 10 a.m.

Straits, Bangkok, Ceylon, Mauri-  
tius, L. Marques, S. Africa,  
India via Dhanushkodi,  
Egypt & EUROPE via MAR-  
SEILLES—Per KAGA M.,  
9th Sept., Reg. 9.45 a.m.

Letters 10.30 a.m.

\*Correspondence bearing vessel's  
name only.

## PASSENGERS DEPARTED.

Per the s.s. NILE.—Mr. H.  
Bennett, Miss C. R. Byrd, Miss  
E. Fay, Mr. C. F. Johnston, Miss  
G. Kovernak, Mr. J. H. Meyer,  
Mr. J. C. Manning, Mr. & Mrs.  
Arthur Mountain, Master Vernon  
Mountain, Miss Valerie Moun-  
tain, Mr. O. H. Miller, Mr. A.  
Wright, Mr. & Mrs. J. H. Miller.

## WEATHER REPORT.

Aug. 27d. 11h. 10m.—No returns  
from Japanese stations. Pressure  
has decreased moderately at  
Vladivostok and Guam, and  
slightly at Weihaiwei; it has in-  
creased slightly elsewhere. The  
typhoon has entered the Annam  
coast and filled up. Another  
typhoon is indicated in the  
Pacific to the south-east of  
Guam.

Hongkong Rainfall for the 24  
hours ending at 10 a.m. to-day,  
0.43 inch. Total since January  
1st, 80.70 inches, against an  
average of 64.48 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to Gap  
Rock ..... S. winds,  
moderate;  
cloudy,  
occasional  
rain.

2 Formosa Channel  
..... The same  
as No. 1.

3 South coast of  
China  
between  
H.K. & Hainan. The same  
as No. 1.

4 South coast of  
China  
between  
H.K. & Hainan. The same  
as No. 1.

C. W. JEFFRIES, Director.  
H.K. Observatory, Aug. 27.

## METEOROLOGICAL.

| Previous Day       | on date. | on date. |
|--------------------|----------|----------|
| Barometer          | 29.77    | 29.80    |
| Temperature        | 78       | 80       |
| Humidity           | 91       | 90       |
| Wind Direction     | S.E.     | E.S.E.   |
| Wind Force         | 4        | 3        |
| Weather            | org      | o        |
| Rain               | 2.89     | 0.00     |
| Highest open air   |          |          |
| Temperature on the |          |          |
| Lowest open air    |          |          |
| Temperature on the |          |          |
| Wet Bulb           |          |          |
| Wet Bulb           |          |          |

